

JEAN BEHRA, IN WINNING MASERATI, FLIES BY A BATTERED LOTUS

—Vignolle & Powell

# MOTOR RACING



Vol. 11—No. 12

(Published Bi-Weekly)  
except last issue of calendar year

Los Angeles, Calif.

15c

April 5-12, 1957

## 4.5 Maserati 1st at Sebring

# FANGIO-BEHRA SCORE

BY GUS V. VIGNOLLE

**SEBRING, FLA., March 23.**—It is not exactly a secret that three factors play heavily in winning a big race—

- a) The car.
- b) The drivers.
- c) Racing luck.

Officine Maserati of Modena, Italy, had all three here today before a sun-splashed crowd of 30,000.

And that explains why Juan Manuel Fangio of Argentina, four-time world's champion, and Jean Behra, of France, bolted a wonderful machine—a 4.5-liter Maserati works job—to an easy victory in the 7th annual Florida International 12-hour Grand Prix of Endurance . . . oh yes, for the Amoco Trophy.

The margin was 2 laps—or 10.4 miles—over Stirling Moss, England's No. 1 driver, and Harry Schell, an American who makes Paris his home, in a 3-liter Maserati.

It was all a smashing climax to what otherwise could have been called a great day, had it not been for the death of a driver. The race was not quite 4 hours old when Bob Goldich, 33, of Chicago, captain of the Arnolt-Bristol team, crashed. He

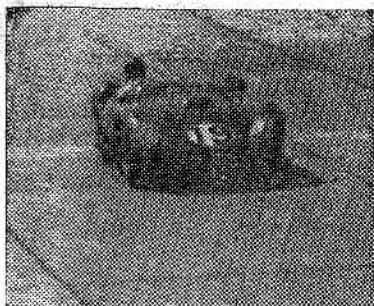


AMOCO TROPHY TO FANGIO (left) AND BEHRA

—Vignolle & Powell

(Continued on Page 1, Col. 4-5)





HERE COMES FANGIO

# MOTOR RACING

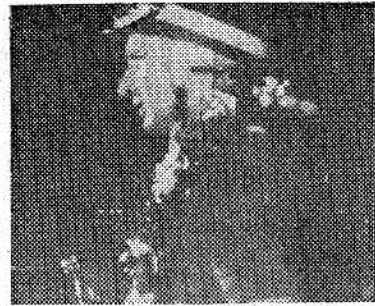
Vol. 11—No. 12

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44

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COKE FOR EL CAMPEON

## Fangio-Behra Win 12-Hr. Classic

### 4.5 MASERATI SETS SEBRING RECORD

(Continued from Cover Page)  
died of head and neck injuries en route to the hospital.

He came in too fast through the Esses. The car struck a curbing, spun off the course and overturned, pinning him beneath the wreckage. Goldich was sharing the wheel with S. H. (Wacky) Arnoldt, who shortly after pulled the other two team cars, one of them co-driven by Jim Peterson of Altadena, from the race. The victim leaves his widow and two small boys.

For Fangio it was the second win in a row at the Sebring Air Terminal. Shortly after 10 p.m., El Chueco, 46, and one of the greatest racing drivers of all time, stood mopping his brow with one hand while draping the other arm around Behra, a rugged, battle-scarred little Frenchman.

Last year, at just about the same time, Fangio stood on the same platform with his arm around the late Eugenio Castellotti. There was no change, except the car then was a Ferrari.

And tonight amid thunderous roars, pushing and shoving, flashbulb-popping, TV cameras

and microphones, Fangio thought back to that night one year ago, when victory came to him and his friend, Castellotti, the handsome Italian.

Only a short time before this year's Sebring classic, Castellotti was killed while testing a Ferrari in Italy.

Behra, who opened and alternated every three hours with the Argentinian great, and Fangio hurtled the V-8 factory Maserati around the 5.2-mile course for 197 laps at an average speed of 85.4mph. They covered 1024.4 miles during the murderous grind beneath a hot, cloudless sky.

#### COURSE RECORD

This broke the course record which Fangio and Castellotti set last year when they drove 194 laps, or 1008.8 miles for an average speed of 84.07mph.

The course lap record was broken twice by Behra. He covered laps 20 and 27 in identical time of 3:24.5, an average of about 92mph. Previous record was set last year by Mike Hawthorn in a D-Jaguar at 3:29.7, or an average of about 89.9mph.

Third place went to Hawthorn and Ivor Bueb, both of England. They were four laps behind the winners in a 3.8-liter D-Jaguar. Then came Masten Gregory, Kansas City, Mo., and Lou Brero, Sr., Arcata, Calif., 3.5 Ferrari, 193 laps, and the only other Jaguar to finish, a D-type, handled by Walter Hansgen, Westfield, N.J., and Russ Boss, Warwick, R.I., 188 laps.

Maserati won 8 points, Jaguar 4, and Ferrari 3 for the FIA world sports car championship.

Index of Performance, or handicap, winners, were Art Bunker, Kansas City, and Charley Wallace, Chevy Chase, Md., in a 1498cc Porsche. Jean Pierre Kuntzle, Carmel, Calif., and Ken Miles, Hollywood, were second, also in a Porsche, while third went to Colin Chapman of England and Joe Sheppard and Dick Dungan of Tampa, Fla., in a Lotus.

Bunker and Wallace, covering 185 laps, were 8th overall.

Up until late in the going, (Continued on Page 14, Col. 1)

### Da Costa Lauds Motoracing In Honolulu Paper

From "Sports Car Showcase," by Steve Da Costa, in the Honolulu Advertiser, a leading Hawaii daily newspaper:

"We keep saying this, but the one and only way to keep up on mainland sports car and other racing activity is to read the tab-sized newspaper called MOTORACING. Published bi-weekly in Los Angeles, it is delivered air mail to Hawaii.

"Gus Vignolle and Maury Powell, former newspaper columnists and publicity men, set up shop more than a year ago. Since then they've managed to boost their circulation to phenomenal thousands and today deliver to all the states, Alaska, Hawaii, Canada and a few countries overseas."



—NASCAR Photo

**BEAUTIFUL** Jan Harrison exchanges smiles with Carroll Shelby, Dallas, No. 1 U.S. sports car pilot, who will rule favorite in SCCA Palm Springs races Saturday and Sunday, April 6-7. He will be driving John Edgar's new 3-liter Maserati. Jan will rule as queen over the race program.

## Shelby Favorite in Maserati at SPA

By MAURY POWELL

PALM SPRINGS, April 3—"Dicing in the desert" is the agenda this weekend here at the Palm Springs Airport's 2.3-mile course as SCCA's Los Angeles Region stages its 12th road race meet. It's an FIA-approved National as well as regional event for SCCA.

Perfect weather and an unusually brilliant field should bring out 20 or 30 thousand of the faithful for the two-day affair. Saturday's card calls for 5-lap qualifying dashes starting 1:30 p.m., while Sunday it's an eight-race program that gets the green gonfalon at 10 a.m.

Colorful Carroll Shelby, he of the striped bib overalls and straw hat, slips into John Edgar's Maserati Spyder in the role of pre-race favorite for big-bore laurels. Few will forget his stunning performance here last November when he eked out close one over the redoubtable Phil Hill, the Texan in a 4.9 Ferrari and the Santa Monica in a 3.5 Ferrari.

At this writing, Phil is without a mount, but Carroll figures to have his work cut out for him regardless. We look for Richie (The Lion-Hearted) Ginther to give him fits in Joe Lubin's Aston Martin DB, also a 3-liter job.

Nor can one count out the improved Eric Hauser in Max Balchowsky's yellow Buick-powered special, winner at Pomona and winner of the Saturday go at Paramount Ranch, but knocked out of the Sunday feature by a finicky throttle linkage.

#### STAR DRIVERS

The Race 8 list also includes such stalwarts as Bill Murphy, Buick-Kurtis; Al Budurin's Kurtis 500S; Jim Larkin, Ford Special; TV Star Bill Leyden, Triumph TR2 modified; Robert Becker, Maserati; Mickey Thompson, blown Kurtis 500X2; Frank Arciero, Ferrari; Jim Firestone, Frazer-Nash LeMans Mk. II; Jerry Austin, Paramount Ranch victor, "D" Jag; Lou Yates, Ferrari Mondial; Chuck (My Car's a Movie Star) Porter, Mercedes 300 SLS; and Sterling Edwards, Ferrari Monza.

The under-1500 "speedin'" at the spa" contest should prove another humdinger as it brings to (Continued on Page 15, Col. 4-5)



—Camera Hawaii Photo

**HAWAIIAN SPEED WEEK**—Speed Week Queen "Liz" Hughes gives George Wimberly, president of the Associated Sports Car Clubs of Hawaii, a traditional Hawaiian aloha complete with lei of fresh Island blossoms. They are awaiting the arrival of West Coast entries for the First Annual Hawaiian International Sports Car Week, April 19, 20, 21 at Dillingham Field on Oahu. Other photo and story, Page 6.

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## • Racing Pow-Wow

By Maury Powell

### CHAMBERLAIN NAMED LOTUS CHIEFTAIN BY CHAPMAN

**R**USSIAN ROULETTE, or let's rattle the Royal until we hit that live cartridge.

Most interesting news coming our way recently was the announcement that Jay Chamberlain, famed driver, has been named U.S. distributor for the Lotus cars. Colin Chapman, president of Lotus Cars, flew in direct from Sebring to make the announcement at a press gathering held in the L.A. Press Club.

Chapman, a jolly sort of bloke endowed with a keen sense of humor (I'd be a lend-lease patsy for him) was pleased with Lotus cars at Sebring, with an 11th overall and a first in the 1100cc category as top efforts.

Chapman disclosed his firm had just received financing through the British Board of Trade, enabling him to boost production from four to 10 cars per week in new shops soon to be completed. He expects 75% to be sold in America.

MOTORACING sincerely wishes Chamberlain and Chapman success with their cars. They'll have three types—the LeMans, hot-test of all; the Club, almost the same but fitted with a live axle and drum brakes instead of a DeDion and disc brakes; and the Sports, powered with an English Ford 100E mill, the three-speed job found in such autos as the Morgan 4/4. Also in the works is a Formula II job, while fuel injectors are being developed for the hot Coventry Climax mill.

For more info on the Lotus, contact Jay at 2909 W. Olive Avenue, Burbank; phone THornwall 6-0440. And get him to tell you about those real gone Puerto Ricans who drove the Lotus at Sebring!

### Somebody in Sacramento 'Goofed'

At the risk of incurring the wrath of the Cal. Highway Patrol, I must say that someone in Sacramento has royally "goofed" by withdrawing support of the recognized drag strip and hot rod club units. . . . We learned that a national "down with the dragsters" movement originated in Chicago, where a publicity-seeking insurance man came up with some phony statistics later picked up by a badge-toter from the Chicago Park Police, also with an eye to some "ink" . . . It's our personal opinion that Wally Parks, Bud Coons and the boys at Hot Rod Magazine and National Hot Rod Association have done wonders with their drag strip and hot rod clubs—and instead of this idiotic kicking-around they're getting they actually deserve the Legion of Merit. . . . So, if you concur with us in these sentiments and if you're in touch with police officials in your neighborhood, tell 'em to get off the anti-drag strip kick!

### Overhaul Needed for USAC

When USAC reneged on a March 30th midget race date granted Ernie Mohamed for his South Mountain Speedway in Phoenix, said date being handed over to Gold Suit for a stock car event in Vallejo, Big Mo refused to roll over and play dead—he took aboard the United Racing Association for April 6th, the night before the April 7th date given another Phoenix promoter at the fairgrounds. . . . Whereupon Lujie Lesovsky, Western USAC rep, came up in print with an un-called-for remark that, "I don't think we want to do business with someone who acts that way. At the present Ernie doesn't stand too well in our organization." Quotes are from Hugh Harelson's article in the Thursday, Mar. 28, Arizona Republic.

From what we've seen of USAC's operations thus far, the outfit is in dire need of an immediate overhaul. Director of Competition Duane Carter is a fine chap and we consider him a personal friend, same goes for Lujie, but neither of them are fitted for their tasks, in our opinion. Lujie is very busy with his race car engineering and can't devote the actual time required. Duane just isn't fitted by nature for his pressure post, an observation we made at the time he was named to the job.

A couple prize USAC boo-boos we saw in Daytona was in denying Troy Ruttman a T-Bird mount in the "open competition" New Smyrna Beach races, but saying nothing (until later) to John Zink, owner of the last two Indy-winning autos, who participated in the NASCAR Speed Trials; and in denying drivers Johnnie Parsons and Jimmy Daywalt a TV appearance for Champion spark plugs, simply because the show originated from Daytona and might carry the NASCAR taint!

### No Cohesion in the Outfit

There seems to be no cohesion within USAC ranks; some drivers may race with "outlaw" outfits, as in the case with Bay Cities Racing Association in Oakland and in Ruttman's case last year with MARC and certain others; then, when least expected, the "no" word comes down. Drivers and officials are confused as all-get-out, not to mention public and press.

Honestly, your scrivener has no special interest with any alphabetical outfit. We have many friends in almost all of them, and simply dread seeing a potentially great outfit like USAC crumbling for lack of proper direction.

Take away the Indianapolis sanctioning authority from USAC and it'd be gone with the wind!

That's why certain well-meaning but evidently ill-advised people in Terre Haute and Speedway City, Ind., had better search their souls and hearts and minds for an answer—PRONTO!

Amicus Plato, sed magis amica veritas. (Plato is my friend, but truth is more my friend.)

## MOTORACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at: 725 N. Western Ave., Suite 14 Los Angeles 29, Calif. HOLLYWOOD 2-6388

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### Iron Man!

### OKER DRIVES 11 HRS., 6 MINS.

SEBRING, Fla., March 23—Bob Oker, Whittier, Calif., who has made a name for himself driving a Morgan and AC Ace-Bristol for Ed Savin Sports Cars on the Coast, distinguished himself here tonight in the 12-hour Sebring Endurance classic.

The 28-year-old sales manager for "Steen C" chemical oil lubricants, was the "iron man" of Sebring. He drove one of the new factory Triumph TR3s.

When it was all over at 10 p.m., Oker had driven 11 hours and 6 minutes, or all of the race except 54 minutes—more than any other of the 80-odd drivers who piloted the 38 cars that finished from a field of 65.

Oker raced the Triumph to 19th overall and 1st in touring class 7 of category II. He covered 159 laps in the 1991cc British-made sports car.

And 8½ of those hours he drove with no clutch!

Oker opened the race, and later Ed Pennybacker, his co-driver, took over for 45 minutes. When lap times began to drop, Oker was rushed into the breach again and continued to the finish.

Near the 4th hour, the clutch operating arm was removed.

The car made 7 pit stops for a total of 9 minutes. The last was three laps from the finish, when he pitted for 40 seconds to replace a wheel that had only 4 spokes left.

Oker was given an ovation by the 30,000 fans when it was announced that he had driven nearly all of the 12-hour grind solo.

Oker used "Steen C" in his gear box and overdrive.

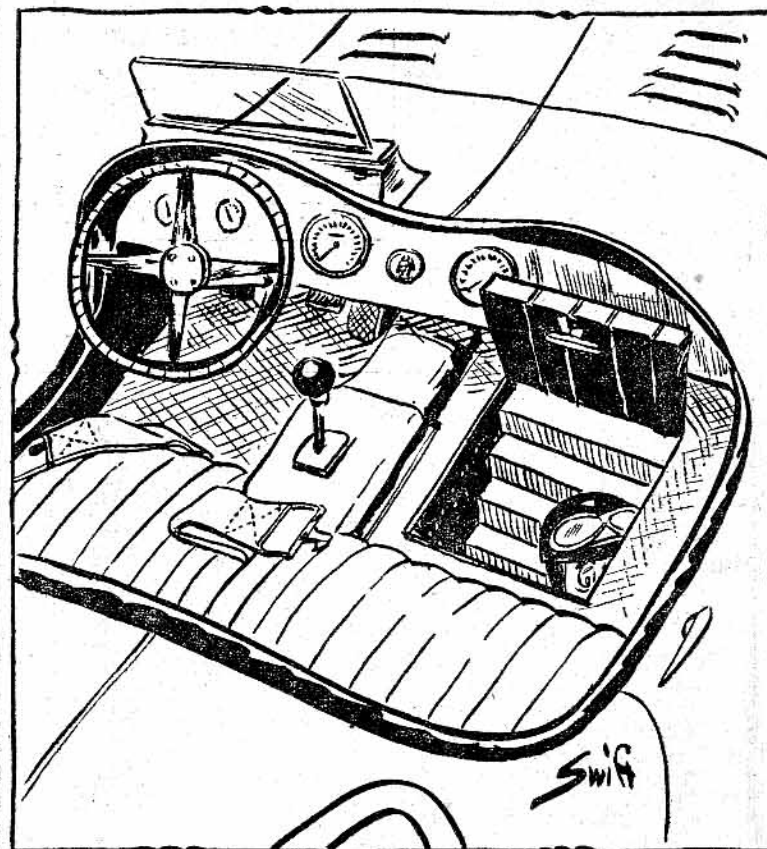
Another Triumph, driven by Michael Rothschild and Bob Johns, placed 21st overall.

### WARD FILES ENTRY

Rodger Ward, one of the nation's foremost race drivers, is the latest to file his entry for the 100-lap USAC National Championship midget auto race at Gardena Stadium Saturday night, April 13.

## SPORTS CAR-TOON

By Howard Swift



## READER'S SURVEY

Editor's Note—Surveys, we know, are a nuisance at best; but, we beg your cooperation in giving us assistance with this, our first Reader's Survey. We hope to use the information to attract more advertisers. What does this mean to you? It likely will result in a much larger MOTORACING for you—filled with more news, more photos, more cartoons and more features. This, at no extra charge to present subscribers! Thank you. You need not sign unless you so desire. Please fill out and mail at once to: MOTORACING, DEPT. RS, 725 N. Western Ave., L. A. 29, Calif. Indicate below if you want a replacement copy mailed free.

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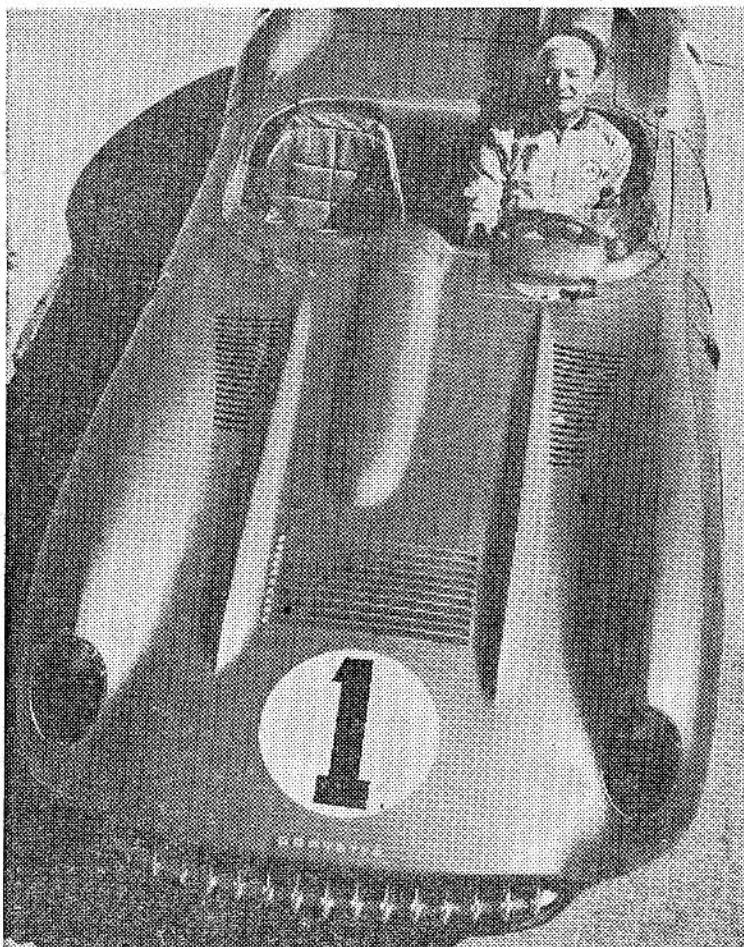
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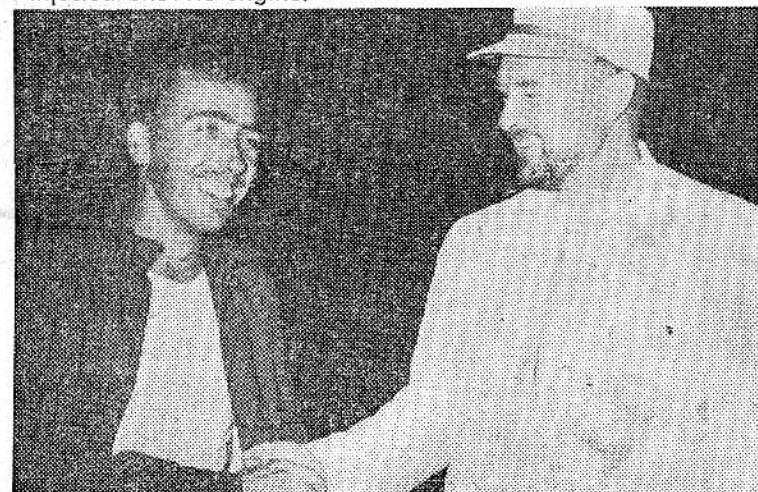
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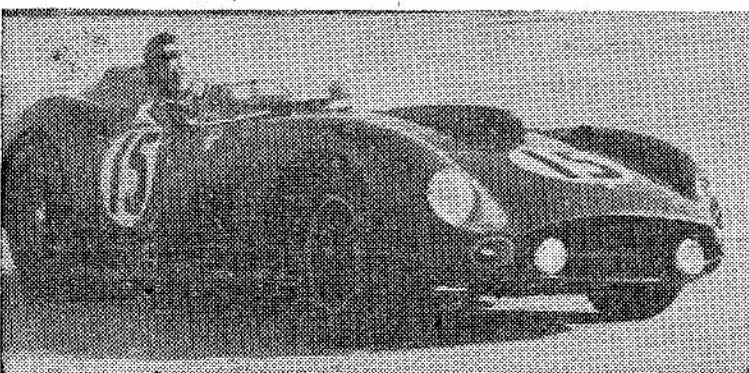
# Photo Highlights at Sebring Classic



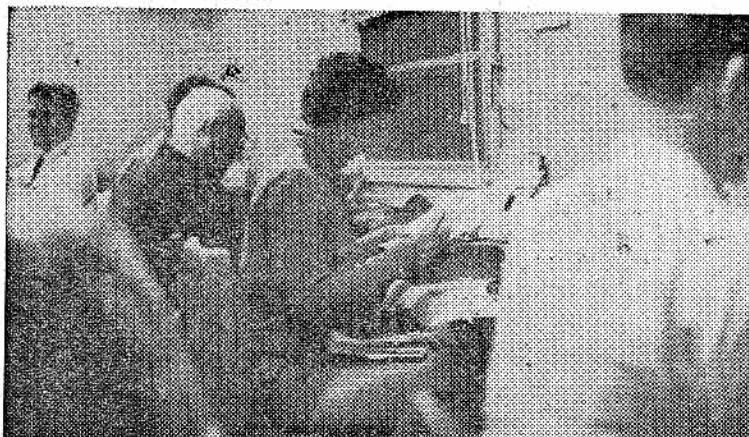
**MOST-TALKED-ABOUT** car at Sebring was this powerful competition model of the Chevrolet Corvette, the Super Sports. Piero Taruffi is behind the wheel. He co-drove with John Fitch. The SS is a lightweight, experimental model with magnesium body, tubular frame, 4-speed transmission and fuel-injected Chevvie engine.



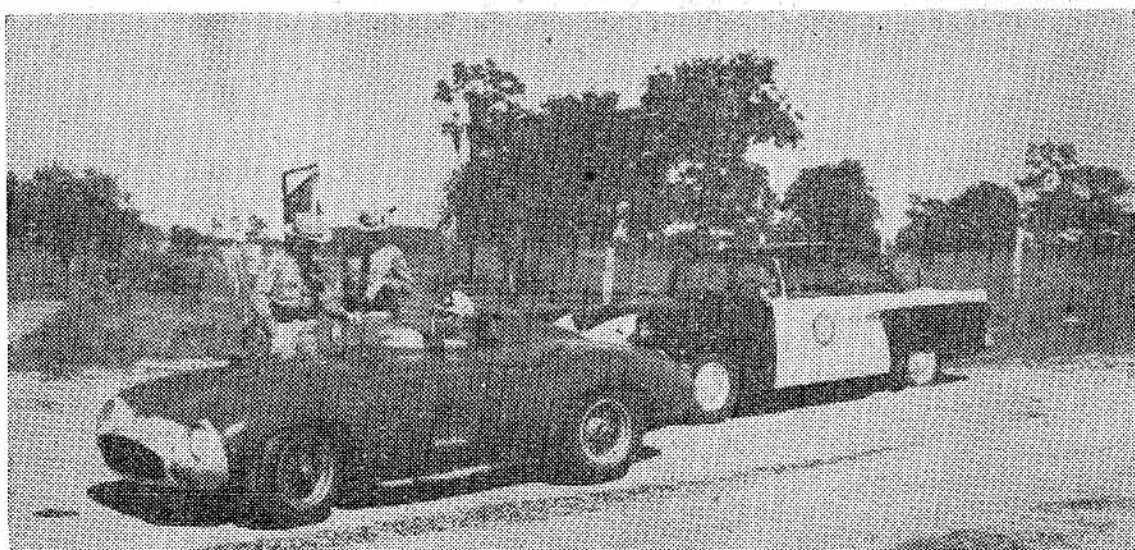
**WHAT A GRIND!**—Ed Pennybacker, right, congratulates Bob Oker, who drove longer than anyone—11 hrs. 6 mins. They drove a new factory Triumph TR3 to 19th overall and first in class 7 of category 2.



**HERE'S LOU BRERO**, Arcata, Calif., who with Masten Gregory placed 4th overall in George Tilp's 3.5 Ferrari. Brero turned in No. 1 Coast effort.



**AT WORK**—Newspaper and magazine writers pound away in one of huge trailers provided for press. Girl in center is Denise McCluggage, motor racing editor of New York Herald Tribune.



**JUST A MOMENT**—Gendarmes overtake the dashing Marquis Alfonso de Portago of Spain as he boomed his Ferrari from practice to town of Sebring. He was nabbed day before for speeding and would have been thrown in the clink had it not been for official intervention. He was what you'd term "uncooperative" with police—and with lensman who took this shot.



**FATAL FLIP**—This is the accident that claimed the life of Bob Goldich, captain of the Arnolt-Bristol team. His car flipped after striking a curbing. The racer went too fast through the Esses. It was the first fatality in seven runnings.



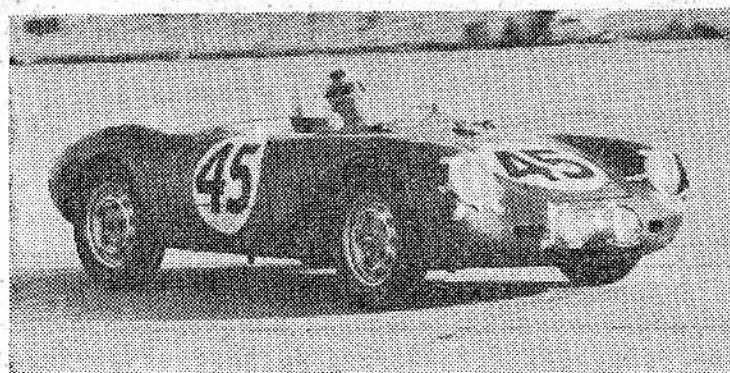
**FRANK BLUNK**, motor racing editor of N.Y. Times, left, chats with Jorge Rosado, Mexico City, editor of Velocidad magazine.



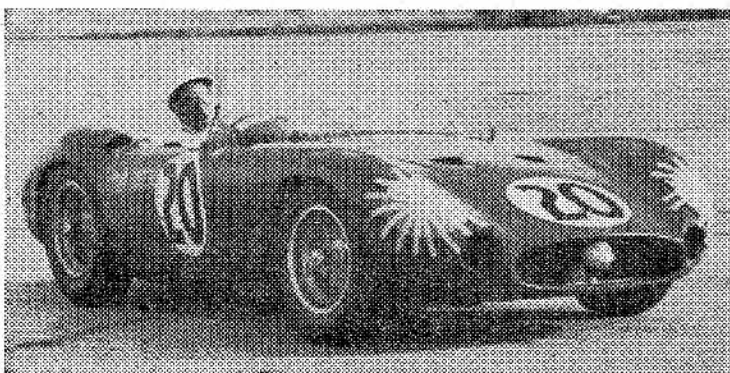
**GREGOR GRANT**, editor of Britain's Autosport, at work in huge press trailer.



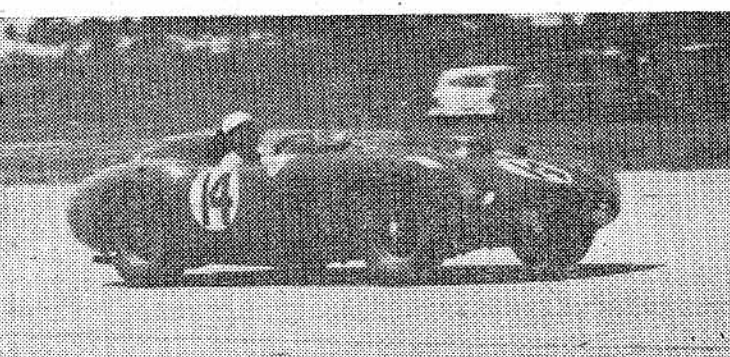
**PAISANOS** — Juan Manuel Fangio, right, talks it over with Luis Zalce, left, and Juan Manuel Rullan, Mexico City drivers and race officials.



**JEAN KUNSTLE**, in Porsche Spyder, which took second on Index of Performance. Co-driver was Ken Miles.



**ENGLAND'S TOP** driver, Stirling Moss, guns factory Maserati. He and Harry Schell finished second behind J. M. Fangio and Jean Behra.



**FACTORY FERRARI**—Phil Hill heads into one of the straights. He was teamed with Von Trips. Car was retired when it failed to restart after coming for tire change.





## • Checkered Flag

By Art Lauring

Los Angeles Times Columnist

### CORVETTE CAUSE OF MUCH EYE-POPPING AT SEBRING

THIS STUNT will primarily consist of ramblings and impressions. As for the latter, your chronicler has received a vivid mental indentation from Sebring (by remote control, of course). 'Twould seem that Chevrolet's new competition Corvette, which resembles D-Jag as the rain resembles a torrential downpour, caused Yurrupeen eyes to bulge.

The car was rushed from assembly to the 5-plus mile circuit without sufficient pre-race preparation. Even so, in the hands of Fangio, the super-duper Corvette, during a pre-contest sashay, lopped 3 seconds off last year's big-bore modified record!

Again according to word from more or less legitimate sources who were present, England's Moss tried the Corvette and made the following observation—more or less paraphrased: "I expected it would handle miserably but have tremendous torque. Instead it handled beautifully and seemed not to have sufficient torque!"

#### TROUBLE PLUS

Other obstacles for the Corvette were water pump trouble and sundry Gremlinish mechanical obstacles. But give the Detroiters time.

Evidently unsung and unnoticed was the showing made by D-Jag. The Coventry Conquistadores latched onto third overall. And speaking of Jaguar, the XK-SS "roadster" (forsooth) will unfortunately not be in sufficient numbers to warrant the production accolade from the SCCA—that is, not until late fall.

Meanwhile, on advice from several birdies from the Thames, the XK-SS avec all the D-Jag abilities plus top, panoramic windshield, luggage carrier and bumperettes will retail here for around \$5600 plus tax and license. Radio and heater, of course, will be extra. At any rate this should be a bargain for those wanting a bomb which, with the proper gearing, should turn better than 170mph! On racing circuits, natch!

#### LOTUS CHALLENGE

Again, speaking of this and that, your reporter met with Colin Chapman, a ruddy-faced, stocky British cousin who builds and races the low-slung, highly potent Lotus Mark Eleven. At a party hosted by Jay Chamberlain at the Los Angeles Press Club, Chapman virtually hurled the gauntlet of challenge in Porsche's teeth. Upcoming will be "production Lotti" capable of speeds in excess of 150mph! The '57 Mark Eleven is available in three basic forms—Le Mans, Club and Sports.

And to show what that means, it will be possible to get a 140-plus HP twin OHC 1475cc Climax mill to power the ground-hugging sleekster. Later on Chapman will introduce a 180 HP engine. Since the entire weight of engine,

car and driver plus fuel will check out at less than 1000 pounds this could mean double-trouble for bores, large and small, at Le Mans, Mille Miglia, Palm Springs, Santa Barbara, Sebring and Road America. Chapman opined that the top speed for the 180 HP Lotii could "tickle" 200! Unanswered was the question as to whether or not ejection seats and 'chutes would be provided!

## Ad Libs

(Notes about our advertisers) Because of his notable success in Pacific Coast NASCAR and USAC car racing, Jim Rush's agency in Gardena has been selected the official competition set up by Chevrolet . . . He's built new shops and has assembled a top crew for Corvettes and Chevys . . . Take advantage of his offer for a free dyno analysis per his back cover ad herein.

Ed Clark, one of Ed James' key ad men for James Buick and James Imports in L.A. and Long Beach, was formerly with the Kenyon-Eckhardt ad agency and has been on several Mexican road race junkets on behalf of Lincoln . . . Johnny Cutright, son of Ralph Cutright, noted auto dealer, is one of the salesmen at James Imports.

Proud of their new Fiat "600" wagon are Marion and Charlie Weber, of MG Mitten fame. The air-cooled job is a miniature beauty and comes in handy for the many post office deliveries they must make on orders received through MOTORACING . . . They'll welcome your visit to their new shop.

Richie Richards has been added to the service staff at Monise Motors in Pasadena . . . He's a former motorcycle champ with official 40in. Bonneville speed records to his credit . . . He's a whiz at competition tuning, being especially adept at porting, polishing and relieving in high-speed mills.

Joe Hunt, the magneto king, handles the complete German Bosch products line . . . Joe is a TWA pilot who likes race cars that fly low . . . See him for Bosch stuff and also a VW "emergency" kit.

Gotta hand it to the Standard-Triumph folks for the snazzy ad they speedily whipped up for the metropolitan papers last week in which Triumph's exploits at Sebring were highlighted . . . Which reminds us—happy birthday, Dorothy Deen!

Maury Powell

### Top Entry Due for Cal Club's Rallye

A top entry looms for the California Sports Car Club's fourth annual Press-On Regardless Rallye to Las Vegas April 13-14, Chairman Carlyle Blackwell reports.

The 12-hour run starts April 13, at 6 a.m., arriving at the New Frontier Hotel at 6 p.m.

Prizes will be awarded in several divisions, including trophies to the first 15 overall. The rallye is limited to 100 couples.

#### PRONTO BY AIR MAIL

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—Eddie Hoff

**GIRL DRIVERS BRIEFED**—This group of attractive young women will drive competing cars in the Mobilgas Economy Run beginning April 14. They're being briefed by A. C. Pillsbury, United States Auto Club's chief steward of America's premier highway performance test. Girls will drive for first time in Run's history.

### Girl Drivers In Mobilgas Economy Run

Unique in automotive circles is the Mobilgas Economy Run, which has become an annual fixture on the national calendar and rarely fails to come up with new, intriguing facets.

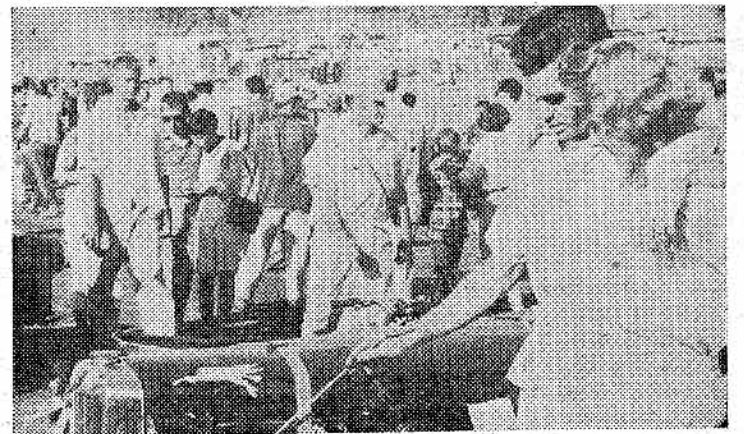
By its very nature the Run is new each year—because of the nation's crop of new automobiles. This year there's another bright new angle in the form of the pilots—for some eight or 10 teams of drivers and relief drivers will be women.

Ford is entering four cars. Men will drive both six-cylinder and V-8 cars, while women will be

Several gals from sports car racing ranks will compete in the Mobilgas run. Included are: Mary Davis and Ginny Sims, Plymouth; Gail Holden, MOTORACING rallye columnist, navigating a Ford Fairlane 500 6-cylinder; Linda Scott and Meyera Buchanan, DeSoto; Marilyn Miller, wife of the famed Ak, with Millie Sahakian in Oldsmobile 98 Holiday. Also, Audrey Rush, daughter of NASCAR championship car owner Jim Rush, with Betty Skelton, Chevrolet V8 Bel-Air; Mopsy Pagan, wife of Ed, topflight NASCAR stock car driver, with Jerry Sparks in Ford.

competing with them in identical six and eight cylinder cars. In the final judging, whichever of the same model car attains the lowest fuel consumption—that driven by a man or a woman, will mark up the manufacturer's official score.

Women will be driving competitively against men for the first time in the history of the Run. Many impromptu arguments in perhaps millions of American families will be resolved by the forthcoming Run, which leaves Los Angeles April 14 and terminates in Sun Valley four days later.



—Emil Oonck

**MG DRIVER**—Linda Scott, who with hubby Bill has been driving an MG in sports car races, will be teamed with Meyera Buchanan in Mobilgas Economy Run. They'll be driving a DeSoto.

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Car No.	Class	Pos.	Laps	Drivers	Car	Hdcp.	Hdcp. Pos.	C	D	E	F	G	10	9	8	7	6	5	4
19	C	1	197	J. M. Fangio-Jean Behra	Maserati 4.5	1.306	5	1											
20	D	2	195	Stirling Moss-Harry Schell	Maserati 3.0	1.326	4		1										
5	C	3	193	M. Hawthorn-Ivor Bueb	D-Jaguar 3.8	1.295	7	2											
15	C	4	193	M. Gregory-Lou Brero Sr.	Ferrari 3.5	1.303	6	3											
7	C	5	188	Walt Hansgen-Russ Boss	D-Jaguar 3.8	1.261	9	4											
11	C	6	187	P. Collins-M. Trintignant	Ferrari 3.5	1.255	10	5											
12	C	7	186	A. De Portago-Luigi Musso	Ferrari 3.5	1.248		6											
44	F	8	185	A. Bunker-C. Wallace	Porsche 1.5	1.360	1				1								
45	F	9	184	Jean Kunstle-Ken Miles	Porsche 1.5	1.352	2				2								
28	E	10	179	H. Hively-Richie Ginther	Ferrari 2.0	1.271	8			1									
59	G	11	174	C. Chapman-J. Sheppard	Lotus 1.0	1.349	3					1							
4	10-II	12	173	Dr. R. Thompson-G. Andre	C'vet 4.6 Prd.								1						
47	F	13	170	O. Linton-H. Beck-H. Stetson	Osca 1.5	1.250					3								
31	E	14	169	J-de Vroom-G. Arents	Ferrari 2.0					2									
3	10-II	15	168	John Kilborn-Dale Duncan	C'vet 4.6 Prd.								2						
2	C	16	166	Pete Lovely-Paul O'Shea	C'vet 4.0 Mod.			7											
36	E	17	161	J. Fernandez-J. L. Droulers	A-C 2.0					3									
58	G	18	159	T. Hallock-M. Goldman	Cooper 1.0							2							
33	7-II	19	159	Bob Oker-Ed Pennybacker	Triumph TR3 2.0											1			
55	5-II	20	158	G. Rainville-J. Kaplan	Alfa-Rom. 1.3	1.187												1	
34	7-II	21	156	M. Rothschild-Bob Johns	Triumph TR3 2.0											2			
49	6-II	22	154	A.R.N. Miller-Abe Leavens	MG 1.5												1		
35	7-II	23	154	J. H. Dressel-Don Cullen	AC 2.0											3			
52	5-II	24	153	S. Crise-A. Harkelson	Alfa-Rom. 1.3													2	
18	9-II	25	153	F. Windridge-Geo. Reed	Mer.-Benz 3.0									1					
25	9-II	26	151	Gil Geitner-Ray Cuomo	Aus-Healey 2.7									2					
51	6-II	27	150	D. Ash-Ehrman-Van Driel	MG 1.5												2		
56	H	28	149	H. Behm-Hass-M'Arthur	Stranguellini 7	1.251						1st-H							
32	7-II	29	147	R. Grier-Richard Kennedy	Morgan 2.0											4			
71	E	30	146	J. Cook-R. Durbin	Arnolt-B'st 2.0					4									
40	6-II	31	144	Von Hanstein-H. Linge	Porsche 1.5												3		
61	G	32	141	Merino-Pedreira-Rosales	Lotus 1.0							3							
17	9-II	33	138	Chet Flynn-Ed Hugus	Mer.-Benz 3.0									3					
64	4-I	34	138	Maurice Michy-M. Foulou	Renault .8													1	
65	4-I	35	138	Mlle. Thirion-Mlle. Ferrier	Renault .8													2	
50	6-II	36	137	S. Spittler-W. Kincheloe	MG 1.5											4			
66	4-I	37	134	Paul Frere-Jean Lucas	Renault .8														3
54	5-II	38	42	R. Kessler-Lou Comito	Alfa-Rom. 1.3													3	

Winner's average speed for 197 laps: 85.4 mph (new record).  
Fastest lap: Behra, 3:24.5.

**FIRST HOUR**—First car into the pits (lap 1) was No. 16 Ferrari driven by Olivier Gendebien. Door trouble. Lap 3: Pit stop by No. 1 Corvette, John Fitch. Brakes locked on turn 1, burning front tires, which were changed during stop. No. 6 Jaguar, Bill Lloyd, officially out with broken valve.

**SECOND HOUR**—No. 1 Corvette stops on course after two earlier pit stops; second stop to repair distributor. Triumph No. 70 officially retired, broken clutch-cable pin. No. 46 Maserati, Lloyd Ruby, retired, dropped valve. No. 1 Corvette back in race after stopping on course with burned-out coil. Pete Lovely now driving No. 2 Corvette. No. 36 AC in for gas and oil. J. L. Droulers took over the wheel. Fastest lap: No. 19 Maserati, 3:24.5. Chuck Hassen now driving No. 29 Ferrari. Ivor Bueb now driving No. 5 Jaguar.

**THIRD HOUR**—Walt Hansgen now driving No. 7 Jaguar. No. 10 Jaguar driven by Pearce Woods out with broken axle. He had covered about 40 laps. Gaston Andre now driving Corvette No. 4. Corvette No. 3 made first pit stop for gas and water after 2 hrs. 2 min. J. Kilborn took over. Car stopped few minutes later for more water. In again for same reason at 12:27. Stirling Moss now driving No. 20 Maserati. Von Tripps relieves Phil Hill in Ferrari No. 14. Piero Taruffi relieves Fitch in No. 1 Corvette. Ted Boynton relieves Jim Kimberly in No. 26 Maserati. Ferrari No. 30 out with broken water pump. G. Reed now driving Mercedes-Benz No. 18. Maurice Trintignant relieves Peter Collins in Ferrari No. 11. Charlie Wallace relieves Art Bunker in Porsche No. 44. Complete team of Arnolt-Bristols makes first pit stop for gas and driver changes just before 1 p.m.

**FOURTH HOUR**—World Champion Juan Manuel Fangio relieves Jean Behra in the first-place No. 19 Maserati at 1:04 p.m. Bill Pollack relieves Lance Reventlow in No. 27 Maserati. Luigi Musso relieves Alfonso de Portago in No. 12 Ferrari. Jack Ensley relieves Pat O'Connor in No. 8 Jaguar, eighth place car. Pit crew quickly quenches a fire during the stop. Porsche No. 43 out with rear end trouble. Roy Salvadori relieves Carroll Shelby in Maserati No. 21. Bonnier relieves Scarlotti in Maserati No. 22. Arnolt-Bristol No. 39 overturns at the Esses, and Driver Bob Goldich dies en route to hospital. Corvette No. 1 retires officially due to overheating (reason given in pits later was a control arm bushing). Jaguar No. 9 out, engine failure. Jaguar No. 8 driven by Jack Ensley retired with broken axle. S. H. (Wacky) Arnolt pulled out the other two Arnolt-Bristol team cars at 1:48 p.m. on learning of Bob Goldich's death (Jim Peterson was driving one of them). The Carroll Shelby-Roy Salvadori Maserati No. 21 disqualified for taking on fuel within the 20-lap official limit. Retirements end of 4 hours: Jaguar 4, Maserati 3 (1 disq.), Arnolt-Bristol 3 (1 flip, 2 pulled out), Ferrari 2, Triumph 1, Porsche 1.

**FIFTH HOUR**—While in third place, Ferrari No. 12 pulled in for a tire change, and de Portago took over from Luigi Musso. At 2:40 p.m., Lou Brero, suffering from heat prostration,

drove Ferrari No. 15 into the pits and Masten Gregory took over. Brero, meantime, recovers.

**SIXTH HOUR**—Lance Reventlow's Maserati No. 27 retires at 3:46 p.m. with connecting rod trouble. AT 3:54 p.m., third-place Jaguar No. 5 pulled into pits, and in 6 minutes the car was refueled and brake lining changed on all four wheels. Ivor Bueb relieves Mike Hawthorn. 3:58 p.m.: J. DeVroom relieves George Arents in Ferrari No. 31. Ed Pennybacker relieves Bob Oker in Triumph No. 33.

**SEVENTH HOUR**—At 4:15 p.m., the 2-cylinder DB No. 63 of Brooks Stevens, driven by Storr and Feld, retires with a dropped valve. At this time, 17 cars officially retired from the race. 4:28 p.m.: Walt Hansgen relieves Russ Boss in sixth-place Jaguar No. 7. The Phil Hill-Count von Trips Ferrari No. 14 retires refusing to restart after pulling into the pits for a right-rear tire change. It was the 18th retirement. 4:09 to 4:14: Corvette No. 2, with Pete Lovely driving, in pits for brake adjustment; 10 minutes later car pulled in for 8-minute brake adjustment. Mercedes-Benz No. 18 pits for 6 min.—gas, oil, tires and adjust points. G. Reed relieves F. Windridge. Bob Oker relieves Ed Pennybacker in Triumph No. 33. 4:54 p.m.: Lotus No. 74 retires with timing failure. 19th car to retire. Mercedes-Benz No. 17 in pits for 2 min. to change drivers. E. Hugus now driving. 4:54 p.m.: Renault No. 66 pitted briefly for water.

**EIGHTH HOUR**—5:02 p.m.: Arnolt-Bristol No. 71 in pits for 6 min. for fuel, tires, oil and brake adjustment. J. Cook took over as driver. MG No. 49 pits for 2 min. for oil, water, check right rear brake, clean windshield and remove headlight covers. R. Keith relieves E. Leaven. 5:08 p.m.: Luigi Musso relieves Alfonso de Portago in Ferrari No. 12. Stanguellini No. 56 makes routine 4-min. stop for fuel, change of 2 tires. S. McArthur relieves C. Haas. Triumph No. 34 pitted briefly to clean windshield. Michael Rothschild relieves Bob Johns. MG No. 50 in pits 6½ min. to change plugs and fuel line. 5:25 p.m.: Austin-Healey No. 24 stops running and later retires with broken tappet (Roy Jackson-Moore-E. Forbes-Robinson). Peter Collins in Ferrari No. 11 (6th place) pulls into pits for 30 secs., just time enough to down a Coke. Austin-Healey No. 23 in for fuel and two tires. J. Bentley driving. MG No. 50 in to check coil and fuel lines. Out at 5:21 p.m. In again shortly after to check strainer. 5:55

p.m.: Masten Gregory relieves Lou Brero in Ferrari No. 15, fifth place. Ferrari No. 16, Gendebien-Greenspun, retires with frozen crankshaft. 5:58 p.m.: Maurice Trintignant relieves Peter Collins in Ferrari No. 11.

**NINTH HOUR**—Paul O'Shea now driving Corvette No. 2. Austin-Healey No. 23 officially retired with broken oil line. Harry Schell relieves Stirling Moss in Maserati No. 20, running third. 6:09 p.m.: Mike Hawthorn relieves Ivor Bueb in Jaguar No. 5, 2nd place. 6:25 p.m.: Russ Boss relieves Walt Hansgen in Jaguar No. 7. 6:30 p.m.: Triumph No. 33, Bob Oker, makes last stop for fuel. 6:34 p.m.: Routine pit stop by Corvette No. 4, and Gaston Andre replaces Dr. Dick Thompson at the wheel. 6:35 p.m.: Lou Brero relieves Masten Gregory in Ferrari No. 15 at pit stop to repair lights. 6:36 p.m.: C. Hassen relieves E. Lunken in Ferrari No. 29. Ferrari No. 11, driven by Trintignant, 3 min. in pits for oil, tires. The two Corvettes that went out earlier in the day had had water pump trouble, causing them to overheat.

**TENTH HOUR**—7:46 p.m.: Ferrari No. 29, Chuck Hassen driving, pulled in. Severe gas leak at rear carburetor could not be repaired and car officially withdrawn at 7:55 p.m. 7:58 p.m.: Arnolt-Bristol No. 71 back in the race after a 24-min. pit stop because of electrical trouble. It was announced that a split fuel tank was the reason for withdrawal earlier of the Lotus No. 60 driven by Jay Chamberlain and Ignacio Lozano.

**ELEVENTH HOUR**—Hawthorn, Jaguar No. 5, made a 6-min. pit stop for brake fluid, gas, oil and two rear wheels. He left the pit at 8:11 p.m. The Maserati No. 19, Fangio-Behra, held a four-lap lead over the Maserati No. 20, Moss-Schell. Porsche No. 44, A. Bunker-C. Wallace, moving up on the "index."

**TWELFTH HOUR**—Porsche No. 42, second position on the "index," retires from the race at 9:30 p.m. with a broken transmission. 9:35 p.m.: Porsche No. 41, Hans Hermann-Jack McAfee, long-time "index" and class F leaders and holding that position late in the race, forced out. Grease lost from transmission, driveshaft snapped, no gears. McAfee driving at the finish. Report the car had spun off the course was erroneous. 9:38 p.m.: Jaguar No. 7 installed new brake pads and was out again in 4.2 min. 9:45 p.m.: Bob Oker in Triumph No. 33 came in, replaced a bent wheel. 9:50 p.m.: Ferrari No. 31, DeVroom-Arents, was reported out of the race at station 15 (this report later proved erroneous).

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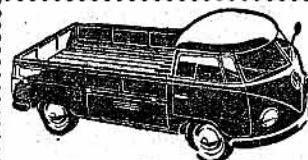
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## Women's Sports Car Corner

By Gloria Dearborn

WRITER TELLS OF GLAMOUR, THRILLS AT SEBRING CLASSIC

**SEBRING, FLA., March 23—** The grand and colorful 7th running of the 12-Hour Sebring Road Race is now history, and the results and reports on winners and non-finishers is known to all. But what is it like to attend and work at this international event? I thought you might like a little of the color and sidelights.

During practice you are free to wander the pits, say hello to old friends you saw last week at home, and those from far-off places whom you haven't seen in months. And you meet the European greats of whom you've read so much. Those you don't get to meet, you at least see in person—and they look just the same as in photographs.

It's much like having a magazine article come to life—**Stirling Moss** dashing gaily around the pits shooting movies, his tanned muscular frame stripped to the waist; **Mike Hawthorn** strolling by with a tall, beautiful and quiet blonde; **Fangio** riding past on the back of a Vespa driven by **Bernard Cahier**; and later **Bernard** with laughing **Gendebien** on the scooter. There is the very nice **Maurice Trintignant** talking to the young, quiet, and handsome **Musso** who has a great fondness for his ten-gallon Texas hat; and **Behra** looking every bit the suave European. Then, of course, there are all of our own boys—**Phil Hill**, **Carroll Shelby**, **Masten Gregory**, **Ken Miles**, **Jim Kimbrey**, **Jean Pierre Kunstle**, **Paul O'Shea**, **Dick Thompson**, **Lance Reventlow**, **E. Forbes-Robinson**, **Roy Jackson-Moore**, **John Fitch**, and on and on—each and every one a crowd catcher and pleaser in his own right. At Sebring the abundance of "stars" is overwhelming and lavish.

### EXCITEMENT

Come race day, and the tense excitement begins to take hold. The roads are jammed for miles with spectators' cars from 7 in the morning until long after the 10 a.m. start. As the minutes pass before 10 o'clock, the drivers line up for the Le Mans start. The grandstands are packed, and cars and crowds move endlessly through the spectator areas looking for better vantage points. Flags are waving in the cool breeze and the brilliant Florida sun glistens down on the bright splashes of color everywhere. Soon the band plays the "Star Spangled Banner," and shortly after, the drivers sprint to their cars and are off in ones and twos—then packs and bunches—nearly 70 in all—and the grind is underway.

Meanwhile, back in the pits! No smoking (or "smoking" as it was spelled in the Corvette pit) is allowed in the pits or on the scoring stands above. Your opportunity to stroll and visit is now over. If you're not working, there is little to do but chat with your own group or watch the cars go by on the straight.

All of the pits are completely fenced in, and most allow no visitors. Some even have all necessary facilities installed. One team had three large trailers complete with full kitchens and tile baths, and served hot lunches and dinners besides snacks of sandwiches, cokes, coffee, and fresh Florida orange juice.

The race grinds on by the hour, and as all classes from 750cc and up are inter-mixed, the lap charters find themselves working on about 40 or more laps at a time. To say the least, the pit crews work frantically and hectically for the entire 12 hours. That is, if their car or cars are fortunate enough to finish. By the time night falls, everyone is exhausted, yet still tense—never letting go for an instant. Lights go on over the scorers' and timers' boards, and mechanics give their signals holding pit boards in the flood of a spotlight beam. You think the race will never end. You can barely make out the numbers of the cars as they pass the unlighted pits, and the glamorous and great people you saw before the race are now just a roar and a blur as they pass.

### ALL TIRED OUT

But eventually it all ends. You stretch your weary bones and for the first time since the morning of the previous day you can visit the pits, offering congratulations and condolences, as the case may be, and check on who didn't finish and why.

At midnight, a buffet is served in the auditorium in town, with food and drink for all. Once again the great, near-great, and the you's and I's gather and become individuals and personalities again. But before long, fatigue, oppressive heat, and the huge crowd begin to weary, and you're off to your trundle bed for a good rest before the trek home.

Sebring is over, but the color, excitement and glamour will not be matched by any race in the United States again this year.

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## BIG HAWAII RACE LURES STAR FIELD

Photo on Page 1

Hawaii's International Speed Week, April 19-20-21, the first of its kind in Honolulu, is an assured success and destined to become the Nassau of the West. Ray Turnbull has done a tremendous job in lining up what

looms as a host of top-notch drivers to compete on the island paradise.

For example:

**Phil Hill**—Charles Hornburg's D-Jaguar.

**Carroll Shelby**—John Edgar's 3-liter Maserati.

**Bob Drake**—Tony Parravano's 4.5 Maserati.

**Richie Ginther**—Tony Parravano's new Ferrari coupe.

**Chuck Daigh**—Troutman-Barnes' T-Bird-powered Special.

**Lou Brero**—Ferrari.

**Chick Leson**—Maserati.

**Sterling Edwards**—Monza Ferrari.

**Jerry Austin**—D-Jaguar.

**Ruth Levy**—Porsche Spyder.

**Lek von Kaesborg**—Mercedes-Benz 300SL.

**John von Neumann**—3.5 Ferrari.

**Ken Miles**—Porsche Spyder.

**James Lowe**—Lotus LeMans.

**Marion Lowe**—Alfa Romeo Giulietta.

**E. Forbes-Robinson**—Lotus.

**James Orr**—Ermini Spyder.

**Rod Carveth**—Aston Martin.

**George Constantine**—D-Jaguar.

**Bill David**—2-liter Maserati.

Practically all of the aforementioned are all set to go. And there are scores of others from all parts of the U.S.

All of the chartered plans are about filled with drivers and fans. There may still be some open spots, though. Call Turnbull at GRanite 2-8910, or Dusty Mahon, the well-known travel agent, at GRanite 8-9823.

The cry now is — ON TO



**PRETTY ISLANDER** drapes floral lei over head of Ray Turnbull, who has been turning in great job lining up International Hawaii Speed Week program slated for Honolulu April 19, 20, 21. Ray will compete in Islanders' Race with famed sister, Tetia Turnbull Richert, former speedboat champion.

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Parravano wants nothing more than to beat Edgar, so you can look for a terrific duel between Shelby, Drake and Ginther.

There's still a possibility, too, that **Joe Lubin** will race his famous Cooper Climax, and that **Bob Oker** will wheel Ed Savin's famed AC Ace-Bristol.

Fourteen races are planned for April 20-21, topped by the over-1500cc one-hour main event over the 3.1-mile airport course at Dillingham Field. The main straight is more than 5000 feet.

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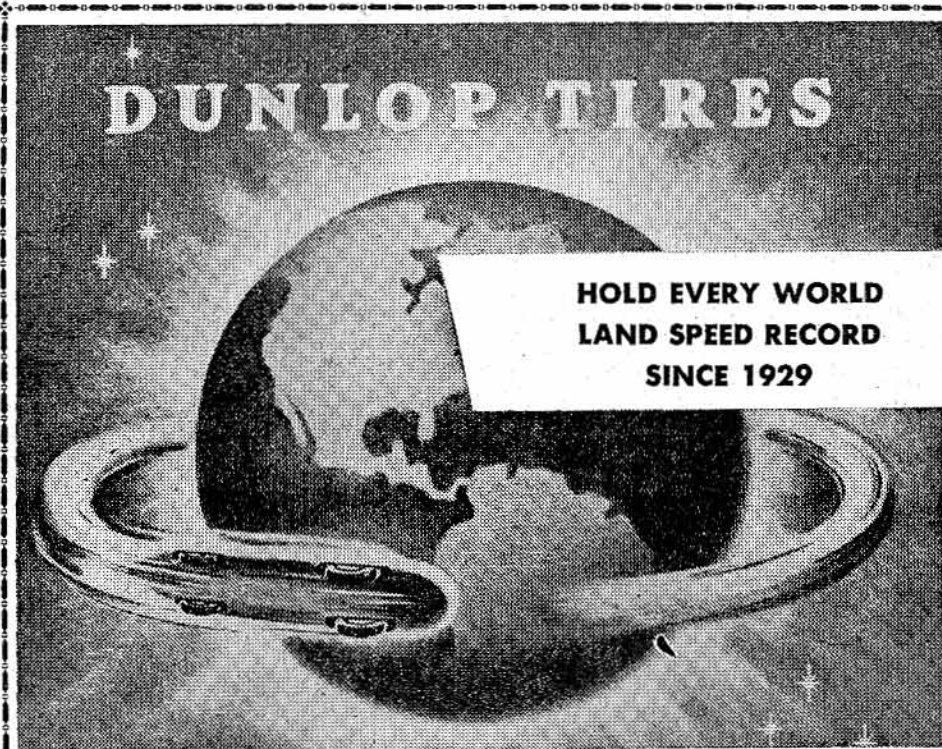
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San Francisco Newsletter

## • Dear Gus

By Tom Wilson

**NORTHERN COURSE A REALITY;  
SNIVELY PROJECT EXCELLENT**

DEAR GUS:

As you may have noted in the news dispatches, the Laguna Seco course is at last a reality after many setbacks and conflicting reports. Through the efforts of Sen. Knowland and Kuechel and Cong. Charles Teague, the Pentagon was finally convinced that it was a good deal for all hands concerned and the command at Ft. Ord is co-operating to the fullest extent. Nothing less than a war will throttle the project and the Sports Car Racing Assn. of the Monterey Peninsula (SCRAMP), with Lou Gold as chairman, has the necessary scratch to provide a fast, safe course for a November race. The profits will be plowed back in future years to provide such luxury items as hedges on the turns, an overpass to the infield and modern sanitary facilities. Of course, for the first race they hope to have more than just trees and mesquite brush available.

★

### PROJECT CEREBELUM

Dr. George Snively, race medical official for the S.F. Region of SCCA and peerless Healey chauffeur, has been doing research work on racing helmets and the results are both amazing and alarming. Very few of the better known helmets are adequate, and he has x-ray plates of a fractured skulls to prove it. Whose skulls he used are a mystery but if he runs short, I have a few suggestions. Maybe some of those strange characters that we see at the races are merely guinea pigs of the Snively research project. That head squeezing will do things to a guy.

The project is financed by the Pete Snell Memorial Fund under the trusteeship of Marge Snell and John Luce. Their present resources amount to \$600 and they could use some more of the same. The National officers of SCCA voted \$300 more for the research project and the boys are to be congratulated that they are cutting loose of that pile of loot for projects which have been long neglected.

When the final results of this research are published—and we hope that they will be published—the approved helmets should be nicked for a royalty to carry on further safety research. Fireproof fabrics should be the next project; something that doesn't cook the driver before he even worries about a fire. With all branches of motorized police adopting helmets, the approval of the Snively research will be a bonanza for the approved manufacturers.

★

The Bite (SCCA National sanction fee) has been down-scaled in favor of the regions but whether it will result in more National races is a mute question. The fee to the sponsor will be \$1,000. The region will receive a refund of \$250 from this amount. It is possible that the region could kick back this amount to the sponsor.

The fee to the region will be \$750, the equivalent of 50 entry fees at \$15 each. If the region accepts the \$250 refund, it will

make their sanction fee a mere \$500; half of what they have paid in the past. But the question is—will the sponsor go for that \$1,000 fee? Maybe at Pebble Beach, Elkhart Lake or Watkins Glen but not if some Chowder and Marching Club has to take it out of their Boys' Summer Camp Fund. Well Gus, I don't know of any other organized resistance or underground movement that has been working on "The Bite," so maybe we have accomplished something after all.

★

### NOVICE DRIVERS

With the 1957 racing season taking a running start at Stockton, it is interesting to note the many novice drivers who drove especially well. There will be no shortage of good drivers in future years. Merle Brennan, who had a sensational day at Salt Lake last year, headed the list with two class wins which

included a first and second overall. Stan Peterson won a first overall in his MG-Simca and demonstrated that he is both a good mechanic and driver. Other novice drivers who finished in the money were Jerry Barden, Bob Boyd, Bob Winkleman, Peter Confer, Joe Graves, Joe Simpson, Jim Williams, Brent Stockwell, Chuck Tannlund, Gordon Glycer, John Armanino, Dick Stockton, Bob Herda and Jack Tanner.

★

### SCCA CONTEST BOARD EDICTS

Due to the lack of production, the SS Jag has been placed in the Sports Category (modified) for the year of 1957. The boys sure blew that one; just when they had it made for a cleanup in Class C Production.

The Morgans with the Vanguard, TR2 or TR3 engines are in the production category.

A Giulietta modified to the equivalent of a Veloce is not a production car.

Well, Gus, I hope that you survived that Sebring and

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### Higgins Victor

Higgy Higgins drove a Sunbeam Rapier to victory in the Compton FCCA's "Monte Carlo Rallye" on March 17. Rally-master Dick Kermode said the first three finishing autos had less than 10 second errors for all three check points, the winner making four seconds. Sixty-four cars competed.

Mexico City junket; I'm a little worried about you—at Stockton you seemed to be slipping... even Frank Rhode appeared in better shape. With best regards, tom wilson.

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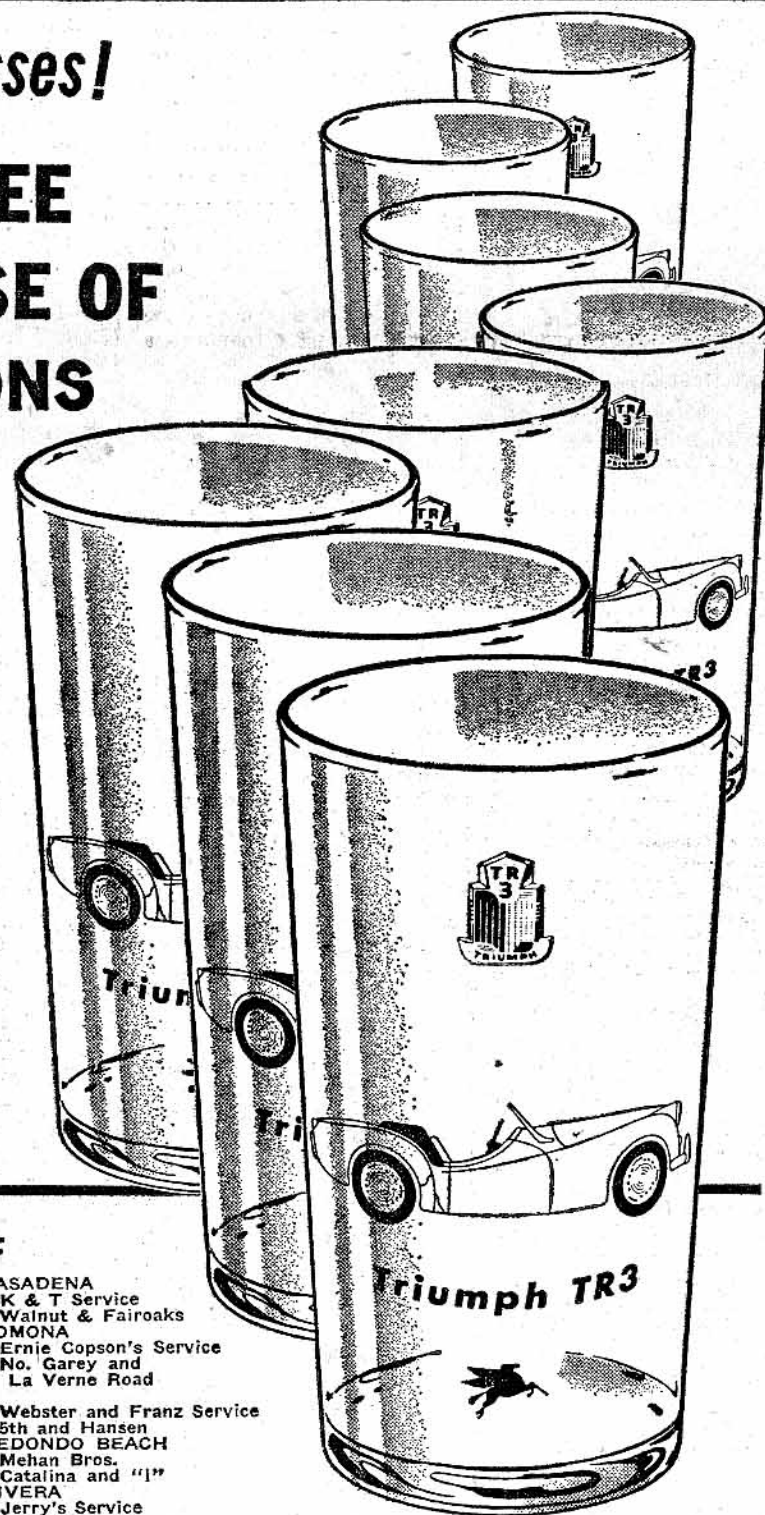
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—Photo by Landon

**WINNER TAKES ALL**—Barbara and Harold Armes display winning form in Pacific Sports Car Club's "Wild Irishman's Trials" held on St. Patrick's Day. The Jaguar won with total of 28 marks lost.

## ARMES COUPLE TRIALS VICTOR

Shamrocks and shennanigans prevailed during the Pacific Sports Car Club's "Wild Irishman's Trials" on St. Patrick's Day.

Participants were involved in such interesting incidents as studying Jayne Mansfield's anatomy (?), a boat race, putting heads in paper sacks, dart games and so forth, be-gorra!

Results, listing driver, navigator, car, marks lost:

Harold Armes, Barbara Armes, Jaguar 28; Gordon Cooper, Marie Cooper, Hillman, 39; Bill Wishard, Onie Wishard, MGTF, 58; John Lumkin, Mary Lumkin, MG-A, 60, GUESTS—Jerry Pickens, John Pelligan, VW, 64; Bernard Snyder, Rie Carver, MG-TD, 64; Nita Greene, John Greene, Porsche, 64, tied for first; Barclay Harrison, Jack Stanley, VW, 66; Bob Windhorst; Barbara Windhorst, A-H, 71; Ronald Stevens, Bob Cranshaw, Morris Minor, 71, tie for third.

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## Officers Named for Hughes Car Club

Executive Council guiding the Hughes Employees Assn. Sports Car Club for its first year consists of Dick Pieper, president; Jim Hines, vice-president; Eleanor Schneider, secretary; Flo Stevens, treasurer, and Don Royer, Ed Smith and Jack Cooper, members-at-large. Member-At-Large Don Royer was 1956 Southern California Council of Sports Car Clubs champion driver.

Meetings are held at the HEA clubhouse the first Thursday of each month at 7:30 p.m. Rallyes take place on the following Sunday, unless this date interferes with another sports car event of general interest. Guests are welcome at all functions.

## SPARE PARTS DEPOT

The most modern motor spares depot in Europe has been put into operation by the British Ford Motor Co. at Aveley, Essex.

## Winning Rallye Techniques

By Gail Ann Holden  
1956 SCCSCC CHAMPION NAVIGATOR  
THE TIRE EXPANSION  
PROBLEM—PART I

**M**ANY QUESTIONS have arisen lately concerning the effect of tire expansion or lack of tire expansion on rallye mileage measurement.

The fact that the radius of most tires (including the widely-used Dunlop) increases with speed while the Michelin tire radius does not, has created a problem for some rallyists.

A solution to this problem came in a letter from C. H. Bernhardt of the Dunlop Tire and Rubber Corp. In this letter, Bernhardt stated, "We find that we can ignore the effect of pressure rise on tire radius, speed being more important."

Attached to this letter was a sheet prepared by the Tyre Design Division of the Dunlop Rubber Co., Ltd., Fort Dunlop in September, 1956, showing the

radius correction factor for different speeds.

The following is a copy of the information on that sheet:

### Rolling Radius Various Speeds

The formula used for the calculation of rolling radius at various speeds is based on a percentage correction to the rolling radius at 30 mph. % correction =  $V^2 - (30)^2$  where V = speed in mph

2100  $R_{30}$  = rolling radius at 30 mph

In other terms . . .  
Rolling radius ( $R_v$ ) at "V" mph  
 $= R_{30} \left\{ \frac{1 + V^2 - (30)^2}{2100} \times \frac{1}{100} \right\}$   
 $= R_{30} \left\{ \frac{1 + V^2 - 900}{210,000} \right\}$

e.g. If V = 100 mph

$R_{100} = 13.0"$   
Then  $R_{100} = 13.0 (1 + \frac{10,000 - 900}{210,000})$   
 $= 13.0 (1.04)$   
 $= 13.52"$

This formula has been converted into figures which are applicable to rallye navigation. They will appear in the next issue.

## RALLIES

### APRIL

- 6—Le Cercle Concours d'Elegance Palm Springs Concours.
- 6—Los Angeles SCCA Concours d'Elegance, Palm Springs.
- 7—Volkswagen Owners Club Gymkhana, El Caimo Jr. College, 16007 So. Crenshaw, VW only. 10 a.m.
- 7—Hughes Employees ASCC Rallye Terse Verse, Parking lot Loyola Theater, Manchester and Sepulveda Bldgs., Westchester, 8:00 a.m.
- 10-14—Acropolis Rallye (European).
- 13-14—CSCC Press-on-Regardless Rallye to Las Vegas.
- 13-14—Glendale FCCA 5th Annual Economy Run to Las Vegas. Lv. Angelus Crest Hiway & Foothill Blvd. 3:30 a.m.
- 14—Santa Anita FCCA Slalom, Pasadena Rose Bowl. 10 a.m. to 5 p.m.
- 14—Rallye De Aquaris, Compton Sears Parking lot, Bullis Rd., No. of Rosecrans. 5 hrs. 8:30 a.m.
- 14—San Diego SCC El Liebre 1 Rallye.
- \*14—Orange County SCC, Gymkhana.
- \*20-21—MGCCA English Trials.
- 21—Arrowhead Foreign Car Club Foker Rallye to Camp Irwin.
- \*27-28—Lockheed SCC 24-hour Championship Rallye.
- 27-28—Singer Owners' Club Weekend Trip.
- 28—Jaguar Owners' Ass'n 4th Annual Gymkhana.
- 28—Les Bolidiffes SCC Slalom, Rose Bowl Parking lot, 10 a.m.-5 p.m.
- MAY**
- 3-4-5—N.E. Ohio SCCA "Ohio 21" Rallye.
- 4—Phoenix FCCA Gaggle-Reunion.
- 5—Le Cercle Concours d'Elegance, Valley Trail O' the Cock.
- 5—Arrowhead FCC Weekend Tour.
- 5-11—Tulip Rallye (Holland).
- \*11—San Fernando Valley FCCA Frugality Run.
- 11-12—Porsche Owners' Club 2nd Annual Carrera De La Amistad to Escondido.
- 12—Sports Car Show & Gymkhana, Riverside De Anza Park. 10 a.m.-6 p.m.
- \*18-19—San Diego SCCA Open Escondido Rallye.
- \*24-25-26—Long Beach MG Club Championship Rallye.
- 26—Arrowhead FCC Time and Speed Trials, Riverside De Anza Race Track.
- 30-6/2 Wiesbaden Rallye, Germany

\*—Indicates So. Calif. Council approved.  
Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, TONGAPO 4042.

## Hoffman Motors Premiere Planned

Charles W. Nebel, general manager for Hoffman Motors Western Division, announces a huge modernization program is nearing completion at 9130 Wilshire Blvd., Beverly Hills. A premiere is due this month, he indicated.

It is believed the BMW and Fiat cars will be introduced officially as part of the Hoffman imports that now features Porsche, Mercedes and Alfa Romeo.

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# MY FAVORITE CORNER

BY ERIC HAUSER

(Up-and-coming driver who scored a smashing main event victory in the rain at Pomona in the Buick-powered Balchowsky Special.)

I would like to list the characteristics of a corner which appeals to me, so that the reader can ascertain whether or not my own favorite corner might also be interesting to him. A formal list of pre-requisites is also helpful in establishing a standard which may be applied to the evaluation of any corner, provided that you are willing to accept by criteria.



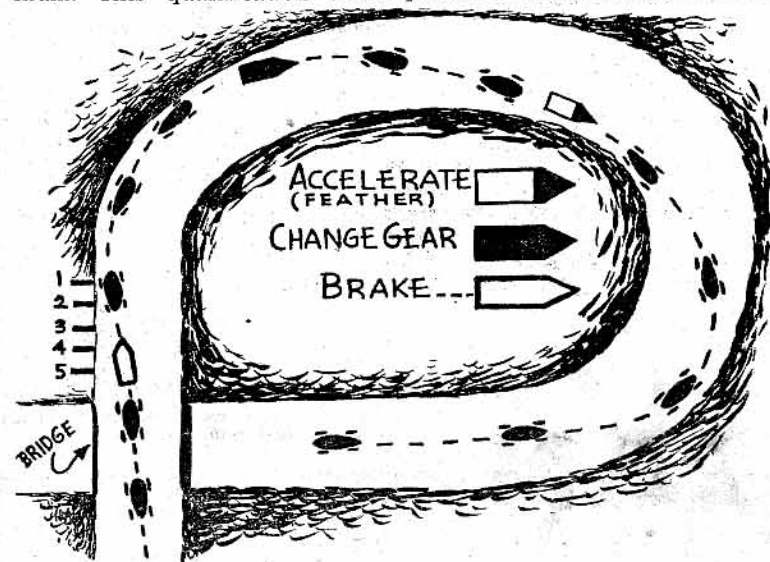
ERIC HAUSER

Highest on my list of requirements is the stipulation that a corner be fast enough so that an impressive amount of courage is required to negotiate the corner at its theoretical maximum. This qualification auto-

I usually approach my favorite corner 1-2 at Paramount Ranch at nearly 120mph and shut off at the No. 5 marker, farthest one from the corner. About three sharp stabs at the brake brings my speed down to 90mph. I do not shift down into 3rd gear until I am one-quarter of the way through the turn and am down to about 80. Delaying the down-shift enables me to devote all of my attention to reducing my speed and setting up my line for the corner. Under real pressure, and for money, I could probably postpone my braking to a count past the No. 4 marker. My pedals are set up for heel and toe shifting, and missing a down-shift at 110 with your foot off the brake can result in something much more disastrous than a set of marble-sized goose pimples.

## DELAYS SHIFT

This is why I delay my shift until I am positive that I have braked hard enough to make the corner. I should mention at this point that not all cars are stable



matically eliminates all turns slower than 60mph, especially hairpin corners, which a novice driver can usually take as quickly as a skilled veteran.

Next in importance is the length of the corner. It is essential that it be of long enough duration to enable a driver who is only slightly faster to gradually work his way past the slower driver. Very few turns qualify in this respect.

Finally, the favorite corner must be wide enough so that one drifting car can pass another with a reasonable degree of safety. Having an extra 10 feet of road available to you in the event of a minor miscalculation on the part of either driver is a tremendous safety factor.

## NOVICE VS. VETERAN

The principal reason I have set up the foregoing qualifications is to attempt to create the type of hypothetical corner which will best illustrate the difference between the nervous novice and the venerable veteran.

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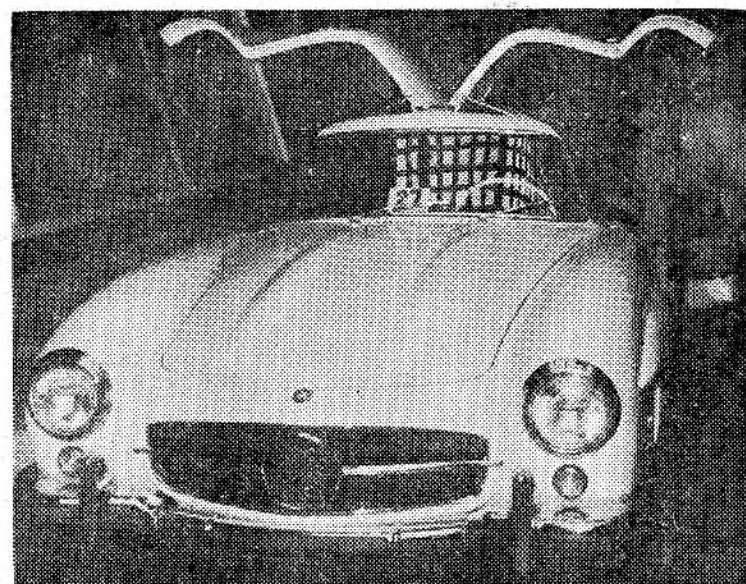
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## CALENDAR

- APRIL**
- 6-7—Los Angeles SCCA Road Race, Palm Springs.
  - 7—USAC Midget Auto Race, Arizona State Fairgrounds, Phoenix. 2:30 p.m.
  - 7—Club Automovilistico Roda Sports Car Races, Mexico City.
  - 13—USAC Midget Auto Race, Gardena Stadium, Gardena. 2:30 p.m.
  - 19-20-21—Associated Sports Car Clubs of Hawaii Road Races, Hawaii. T. H.
  - 20—NASCAR Convertible race, Gardena Stadium, Trials 7:30 p.m. Race 8 p.m.
  - 27—CRA Sprint car race, Gardena Stadium, Trials 7:30 p.m. Race 8 p.m.
  - 27—SCCA Sports Car Road Race, Limerock, Conn.
  - 28—USAC Stock Car Race, Vallejo, Calif. 2:30 p.m.
  - 28—Road Racing Register ProSports Car Road Race, Willow Springs.
- MAY**
- 3-4-5—SCCA No. Carolina Race, Va. Int'l Raceway, Danville, Va.
  - 4-5—Sports Car Road Race, St. Louis, Mo.
  - 4-5—San Diego SCCA Sports Car Road Race, San Diego. 1/4 mile No. of Miramar Navy Station.
  - 6—USAC Midget Auto Race, Arizona State Fairgrounds, Phoenix. Trials, 7:30 p.m. Race 8 p.m.
  - 12—Mille Miglia (European).
  - 13—USAC Midget Auto Race, Gardena Stadium, Gardena. Trials 7:30 p.m. Race 8 p.m.
  - 18-19—CSCC Sports Car Road Race, Santa Barbara.
  - 18-19—SCCA Steel Cities Race, Cumberland, Md.
  - 19—Monaco Grand Prix, Monte Carlo.
  - 25-26—San Francisco SCCA Sports Car Road Race, Santa Rosa.
  - 26—Nurburgring 1,000 Kilometers.
  - 30—Indianapolis 500.



—Bob Fink

**BEST-OF-SHOW** winner was this Mercedes-Benz 300SL at St. Patrick's Day Ballot Concours, held at Town & Country Village. Applying a little elbow grease at right is owner, Don Novack. Car was 1st in class C.

## Mercedes Takes Concours Honors

Don Novack's Mercedes 300SL took Best of Show and Class C laurels during the St. Patrick's Day Ballot Concours March 17 at Town and Country Village. Harry J. Bostwick's VW was second, Louis Naidorff's Jaguar Mk.

VII third, Frank Mason's MGTC fourth and Harvey Thompson's A.C. Ace fifth.

### Class winners:

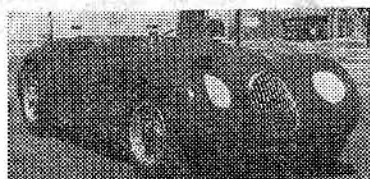
A: Ralph Carter, MGTC. B: Leonard Clow, Alfa Romeo. C: Don Novack, Mercedes 300SL. D: Harry J. Bostwick, VW. E: Tom Wolfe, Packard. F: Harvey Thompson, A.C. Ace.

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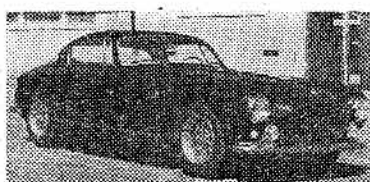
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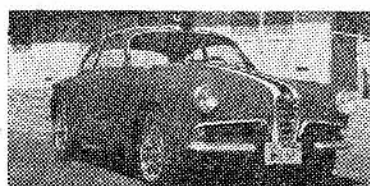
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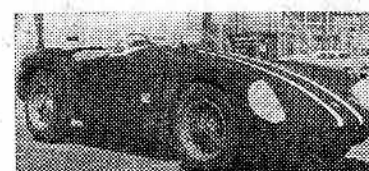
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## GIULIETTA



Alfa Romeo Sprint Veloce. 110 H.P., 1956.

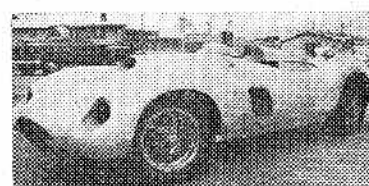
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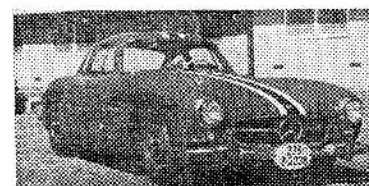
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## Are You Going to Europe?

## Here's the Scoop on Sports Cars

(Editor's Note: This is the fifth article of a series.)

By Henry N. Manney III  
MOTORACING Staff Correspondent.

CANNES, France, April 3 — So now we leap upon the lovely problem of sports cars. I will McCahill you to death on these because I have had lots of different kinds for lots of years, have driven them reasonably hard, and have covered, every state of existence from back-lorhood through engagement to being Henry N. Manney married with two (choke, sob) babies. Aside from keeping elephants I can't imagine a better spread. Well, let's make it quick, as you are just waiting for me to get to the name of your car anyway.

The same requirements apply approximately to sports cars as to passenger cars, to wit, it is nice if they have some baggage space and even nicer if it locks up. Most of the other attributes, such as braking, accelerating, etc., are there by definition, but there are still in this day and age some boulevard machines

that the salesmen insist are or not. There are lots around, but from what I hear the service is not cheap. As for Mercedes, the 190SL is called the Deutscher Thunderbird and the 300SL very popular with anyone who has the loot. Again, you are fair game for the service manager but the snob appeal is worth it. I have seen 300SLs with Italian, English and French plates and I shudder to think what the import duty must have been.

If you bring over a Thunderbird or Corvette, you will have to work hard for your keep in the mountains. Remember gas will cost you. And put aircoops on the brakes.

English sports cars? There are lots and they are everything their sedan brothers aren't, although it is still best to take a parts pack with you when leaving Limeyland. It all depends on how much loot you have and personal pref. . . MGs are real nice, Triumphs go a little better but are homelier, Austin-Healeys (the new sixes) are prettier but also heavier than before.

## IT TAKES GELT

Everybody knows Jags and their advantages and disadvantages and, of course, if you have the gelt you can go the route and spring for an Aston Martin, Frazer Nash, Bristol, AC, or one of the specialists. Special warning when buying English cars for touring—make sure the seating position is comfortable and fits you.

German cars are gonna cost a little more unless you get a Zagato Isetta. Porsche makes real good cars if you like them, and it just boils down to your preference for swing axle in the back

French machines de sport aren't what you would call non-existent but the choice is not large and the price is high. You can get Renault derivatives in Alpine or just 1063 hotrodded forms and there is talk of Gordini building a bunch of GT specials based on the Dauphine.

## PANHARD SPECIALS

There are also lots of Panhard specials, most of whom are better than the parent, of which the neatest (and probably most expensive) are the DB coupes. These go very nicely and are cheap to run; if you can find a used one that hasn't been through six Le Mans, it approaches a good value. There are other cars which call themselves sports, like Studebakers call themselves sports.

In Italy, the country that manufactures sedans that the English call sports cars, there are several tasty items awaiting your inspection. Possibly the only letdown will come from the special-bodied 1100s the Fiat company puts out which, though pretty, don't seem to go.

Alfa, of course, produces the exceptional Giulietta Spyder and Sprint in 1300cc size and also the still more exceptional Sprint Veloce. Any one of the three will

make you very happy indeed... the SV goes a lot better and has a floor shift but, of course, is thirstier and noisier. (Watch for my coming article on Giuliettas.)

## JAZZY JOBS

The Milanese factory also has the two liter Sprint which is keen but expensive. Maserati also produces some jazzy but allegedly underpowered coupes, and, of course, Lancia the justly famous 2.5 GT Aurelia. This choice carriage isn't the fastest in the world, but for my money the safest and most controllable, especially if you replace the bench seat with buckets.

Ferrari we all know about and if you have the gelt by all means get one. Don't expect it to handle as well as the competition models, however.

Several specialist builders, such as Zagato, make variations on the above themes which not only are different but lighter (therefore quicker) and you can get special versions of anything from a 600 Fiat up. This activity is an old and established trade in Italy and not as expensive as some bandits in the US would have you think.

(To Be Continued)

## ALLAN'S MGTD SCORES WIN

STOCKTON — Jack Allan's spick-and-span MGTD Mk. II won Class I-A and Best of Show laurels in the Stockton Road Race Concours d'Elegance.

## Other winners:

I-B: Richard Leike, Porsche Speedster. I-C: Richard Botts, Jag. XK140. I-D: Dr. Paul Wasson, Cunningham. II-B: Lyle Schelbe, Riley. III-D: Eric de Reynier, Rolls-Royce. V: Frank B. Cox, Rolls-Royce. VI: Art Kallgren, Buick Touring. Competition cars—IV-A: Chick Leson, Maserati 1500. IV-B: Roy Storey, Corvette.

## 500 for Gaylord

Les Gaylord, former Colorado sports car promoter and driver, recently purchased Duane Feuerhelm's 500cc car. He is revamping it along with Charlie Lundquist for Coast and Midwest racing, with Santa Barbara in June as first target.

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The wonderful reception to our "specials" in last week's MOTORACING was so overwhelming that we feel like declaring a dividend . . . so, by golly, we will! Note the Coats! Here's a real money saver. Otherwise, our offer of free Cokes to all comers on Saturday still goes. Come over and browse around . . . if you decide you just can't live without one of our

items, remember, you'll be dealing with one of the oldest established businesses of this type in the country and that a customer satisfaction guarantee has backed everything we've sold.

Now, for the deals: CAR COATS; quilted, lined poplin with attached elasticized hood, warm and snuggly. These are strictly for Gals and small guys . . . Red, Grey, Blue. While they last . . . ONLY \$6.95. You can't lose. Come in and grab one off the rack and save!

Not new, not a clearance, but just a reminder: OUR GRAND PRIX DRIVING GLOVES have been favored by the topnotch drivers for several years now, and we have sold literally thousands of pairs since their introduction in our columns. All these people can't be wrong, so why don't you discover the comfort of a good pair of capecin gloves . . . double palm, inset thumb, vented backs. 6 1/2-10. A bargain at our regular price . . . \$7.95.

SOMETHING NEW . . . and Exclusive! The KANGOL CAP, imported from Britain. So soft and flexible it can be carried in your pocket. All wool, finest workmanship, wide choice of colors and sizes . . . \$3.95. While you're here at 3044 N. San Gabriel Blvd., look at our gadgets to aid you during vacation time . . . Baggage Straps, the "Octopus," which eliminates ropes and knots. Tuffi Towropes and all sorts of little grommets for your cars, including our own MG MITTEN, the best friend your car ever had.

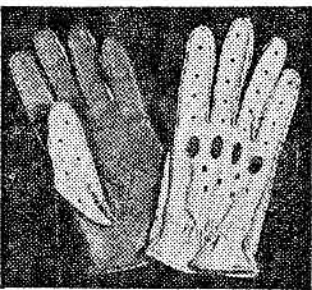
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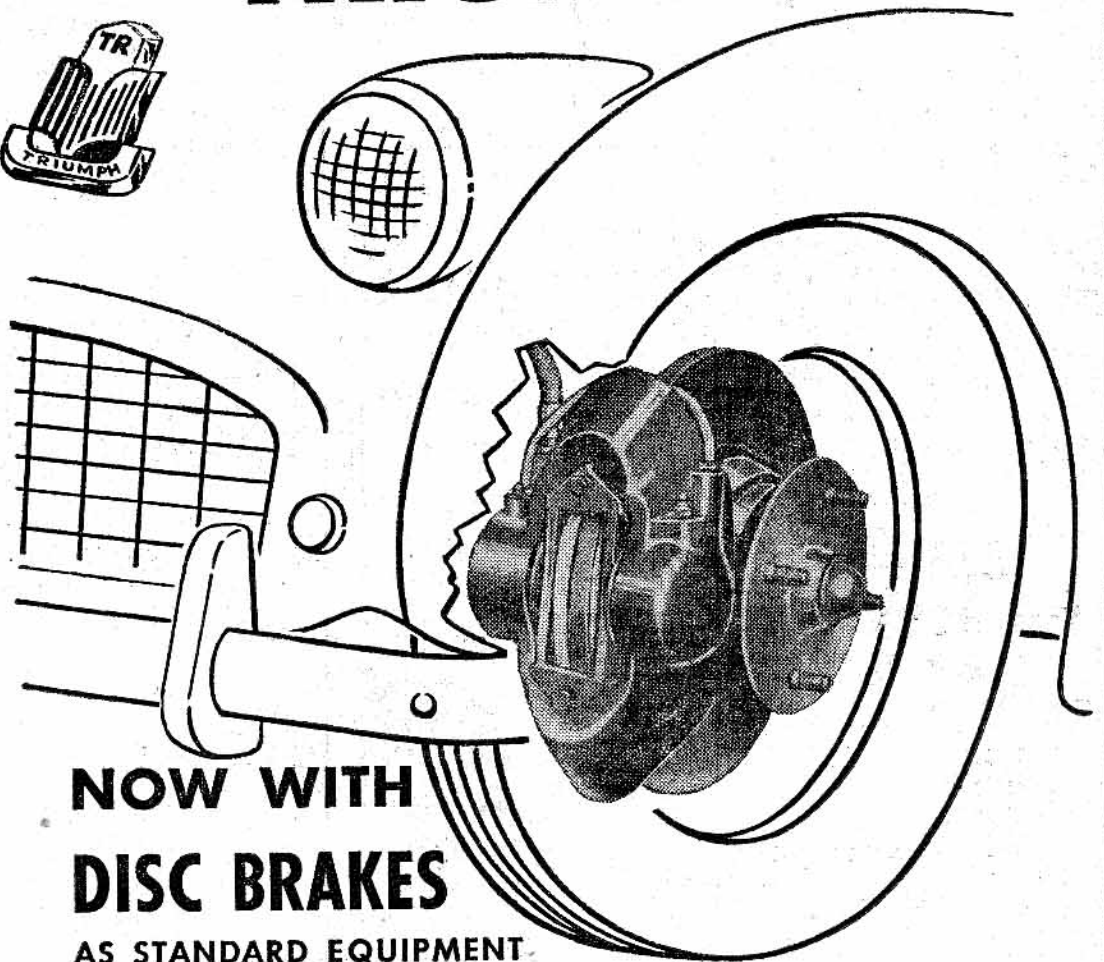
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### 3 FERRARIS ENTERED IN MEXICO RUN

MEXICO CITY, April 3—Two factory Ferraris from Italy have been promised for the big FIA—approved International sports car races to be staged 90 miles from here, at the 2.4-mile Avandaro circuit, Sunday, April 7, it was announced today.

The big race will be a 50-lapper over a course that has been described as a "mountainous

Pebble Beach," located at Valle de Bravo, in the state of Mexico.

Senor E. Martin Moreno said arrival of the two high-powered Ferraris from Modena was expected momentarily. The pilots have not yet been named.

Piero Taruffi, the noted Italian driver, holds the Avandaro circuit record of 2:01, set last year.

Another top entrant will be Johnny von Neumann, Porsche-Volkswagen distributor from Los Angeles. He will race a brand new Ferrari Testa Rossa with a 2.5-liter engine. The car was delivered here to von Neumann from Italy. He has not even seen his new mount.

Another Southern California entrant is Ignacio Lozano, who will pilot his Lotus.

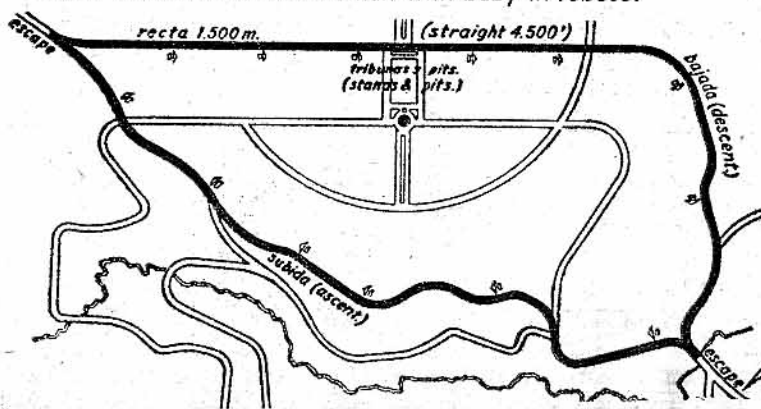
All of Mexico's top sports car drivers have been entered.

A total of \$8,000 will be awarded in the various classifications. This amounts to 100,000 pesos.

Carroll Shelby, who originally planned to compete, cannot make it. It was too tight a squeeze before he pulls out for the Hawaii races April 19-20-21. Instead, he'll race at Palm Springs on April 7.

—GUS V. VIGNOLLE

**TORRID ACTION** will be repeated when \$8000 FIA-approved International sports car races will be held at Avandaro circuit, 90 miles from Mexico City, April 7. Two factory Ferraris are due to race. Entries include John von Neumann, Ferrari Testa Rossa. Note soldier and woman with baby in reboso.



### Lotus Announces 1957 Works Team

LONDON, April 3—The Lotus Engineering Co. Ltd., announces that their 1957 works team will be composed of three of the new Lotus Formula II cars driven by Colin Chapman, Cliff Allison, and H. MacKay Fraser, concentrating on Formula II championship events.

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### Two Edsel Plants Due for West Coast

A network of Ford Motor Co. assembly plant facilities blanketing the U.S. has been assigned to the production of the company's new Edsel line of automobiles, scheduled for introduction this fall.

One is at Milpitas, Calif. A second plant on the West Coast, in the Los Angeles area, still is to be selected.

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### Vignettes

By Gus V. Vignolle

### A BRIEF RESPITE IN MEXICO AFTER SEBRING

MEXICO CITY, March 27—After Sebring, it is extremely pleasant high up on this plateau, partaking of glorious menudo at Senora Fred Van Beuren's El Refugio Restaurant.

The company, too, is exhilarating. It consists of Fred Van Beuren, Juan Manuel Rullan, Jorge Rosado, Luis Zalce, Carlos Covarrubias, Lester Alfaro, Axel Wars and sundry others.

They have something in common—they are all sports car racing crazy.

Over the menudo and guacamole, all of these charming people are telling me about their great FIA-approved International Sports Car Races to be held on the 2.4-mile Avandaro circuit at Valle de Bravo, 90 miles from Mexico City, on Sunday, April 7.

First, let's explain how we got here and why. Most of these gents were at Sebring, where covering a 12-hour race with the written word and camera is an ordeal difficult to conceive.

"Why don't you fly home by way of Mexico City?" they implored in unison. "Then you can relax and visit our groups—Club Automovilistico RODA—which is staging the races and putting up 100,000 pesos." That's \$8000 in U.S. legal endive.

Bushed after 12 great hours of racing (it was brutal on the feet, just standing around), John (Paleface) Malone and I joined most of the aforementioned senores from La Capital and drove all



—Vignolle & Powell

### JORGE ROSADO IN THE TESTA ROSSA

night to Miami, there to catch one of Senor Alfaro's Guest Airways Constellations for the 6-hour flight here.

You would think everyone would want nothing more than to hit the sack immediately. But no, these Mexicanos are really racing car-minded. Absolutamente mad!

### Von Neumann's Ferrari Had Arrived

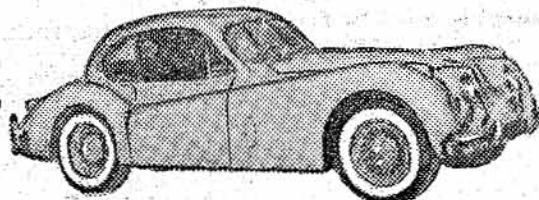
That same afternoon John von Neumann's brand new Ferrari Testa Rossa (with the 2.5-liter engine) had arrived from Italy. It is the car Johnny will drive at the Avandaro circuit.

The car was still at the airport. "You've simply got to see this machine," exclaimed Jorge Rosado, editor of Velocidad, Mexico's leading auto racing magazine.

So over to one of the warehouses for a look-see. After Sebring, I needed a glimpse of a racing machine like I needed a well-drilled hole in la cabeza. Everybody went daffy over the car. Most of the senores tried it for size. Please note photo of Senor Rosado behind the wheel of the elegant vehicle.

Talk about surprises and fast work. The next day we ambu-

(Continued on Page 15, Col. 1-2)



### HOLIDAY MOTORS

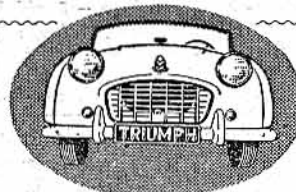
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## European Scene

By W. Robert Nitske

### WAY BEING PAVED FOR U. S. GRAND PRIX RACING

WITH MORE races in this country now being sanctioned by the FIA, greater interest in European Grand Prix and sports car racing will become apparent: more of these cars and their professional drivers will appear in competition than ever before.

The recent Sebring event saw practically all of the top factory drivers compete in the 12-Hour Grand Prix of Endurance. And the recent Cuban Grand Prix brought most of the European manufacturers' cars and drivers to that island. With five other races receiving the sanctioning of the International Federation, the way for a real Grand Prix racing season in this country is made possible.

While at first drivers of international repute will compete in the sanctioned events, the regular Grand Prix events may follow in due course.

If sponsors could coordinate their dates and offer sufficiently attractive starting money, a racing season ahead of the regular European season could conceivably be arranged for America (North and South, that is), possibly following closely the Argentine events.

It is, of course, well known that the starting money paid to the participating firms brings top caliber competition. This accounts for the—to some perplexing—fact that an excellent field of cars and drivers appears on the starting line at relatively unimportant Grands Prix.

#### GOOD STARTING \$

The Grandes Epreuves, which alone count towards the world championship, are always well attended, but those promoters also pay good starting purses to insure a good field.

The investment in getting an impressive group of cars and drivers to compete is considerable and the sponsors run the risk of bad weather. This does not cancel a scheduled event; but a downpour does not only slow the field—it affects attendance disastrously.

Incidentally, the presence of Juan Manuel Fangio at a given race is probably good for an additional 100,000 paying spectators, thus the high cost of starting money for top talent is well justified.

If a car lasts only one lap in a race, the starting fee is being paid. Everyone concerned naturally hopes that every entry completes the entire event, but if not, the entry is assured of some payment, usually sufficient to defray expenses for preparation and travel.

The Grands Prix generally

last three hours or 310.5 miles (500 kilometers) to qualify for sanction by the FIA.

#### BETTER COURSES HERE

With some new racing plants abuilding in this country, we hope that real Grand Prix racing will be brought here, just like we now have international competition, and factory participation, at Sebring.

As a matter of fact, the proposed—and already built—circuits in this country are infinitely better suited for Grand Prix events from the spectator's standpoint than many European circuits.

To see at a start a dozen powerful machines hunder away at ear-splitting noise is a tremendous thrill, but to watch half as many cars a couple of hours later, appear one by one, at intervals of minutes, is not too fascinating to watch.

The shorter circuits may not allow for superior averages, but should make up in constant interest what the longer and faster courses do not offer the paying customers.

A good example to substantiate this point is the fact that the difficult Nurburgring drew 300,000 when Mercedes competed, while the much simpler and shorter Solitude track drew 435,000 at merely a motorcycle event in 1954.

### Pagan Collects Top NASCAR Prize Money

INGLEWOOD, April 3—Eddie Pagan, Lynwood, took home third-place trophy but first-place money during the NASCAR annual awards banquet for Southern California here at Moose Lodge.

Lloyd Dane, Buena Park, hauled home the biggest trophy, presented by NASCAR's genial prexy, Bill France of Daytona Beach, Fla., plus \$1,920.42 in prize money. The runner-up cup went to Chuck Meekins, Gardena, along with \$1,423.69. Pagan was third, but since he also earned car owner money and his point fund loot, too, it amounted to \$3,007.41.

Others: 4. Clyde Palmer, Monte Vista, \$832.22; 5. Jim Blomgren, Norwalk, \$442.63; 6. Bob Ross, Lakewood, \$798.35; 7. Jim Cook, Anaheim, \$360.18; 8. Dick Getty, Pacoima, \$637.93; 9. John Kieper, Portland, Ore., \$698.40; 10. Howard Phillippi, Torrance, \$455.70. (Positions in points and prize money need not correspond due to various awards in certain races.)

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### Sebring Positions By the Hour

1ST HOUR		
1	Collins-Trintignant	Ferrari 16
2	Fangio-Behra	Maserati 16
3	Moss-Schell	Maserati 16
4	dePortago-Musso	Ferrari 16
5	Gregory-Brero	Ferrari 16
2ND HOUR		
1	Fangio-Behra	Maserati 34
2	Collins-Trintignant	Ferrari 33
3	dePortago-Musso	Ferrari 33
4	Moss-Schell	Maserati 33
5	Gregory-Brero	Ferrari 33
3RD HOUR		
1	Fangio-Behra	Maserati 51
2	dePortago-Musso	Ferrari 50
3	Gregory-Brero	Ferrari 50
4	Collins-Trintignant	Ferrari 49
5	Moss-Schell	Maserati 49
4TH HOUR		
1	Fangio-Behra	Maserati 67
2	Moss-Schell	Maserati 66
3	Collins-Trintignant	Ferrari 66
4	dePortago-Musso	Ferrari 66
5	Hawthorn-Bueb	Jaguar 66
5TH HOUR		
1	Fangio-Behra	Maserati 84
2	dePortago-Musso	Ferrari 82
3	Hawthorn-Bueb	Jaguar 82
4	Gregory-Brero	Ferrari 81
5	Collins-Trintignant	Ferrari 81
6TH HOUR		
1	Fangio-Behra	Maserati 100
2	Gregory-Brero	Ferrari 98
3	Hawthorn-Bueb	Jaguar 97
4	dePortago-Musso	Ferrari 97
5	Collins-Trintignant	Ferrari 97
7TH HOUR		
1	Fangio-Behra	Maserati 116
2	Gregory-Brero	Ferrari 114
3	Hawthorn-Bueb	Jaguar 113
4	dePortago-Musso	Ferrari 113
5	Moss-Schell	Maserati 113
8TH HOUR		
1	Fangio-Behra	Maserati 133
2	Hawthorn-Bueb	Jaguar 130
3	Moss-Schell	Maserati 129
4	dePortago-Musso	Ferrari 129
5	Gregory-Brero	Ferrari 129
9TH HOUR		
1	Fangio-Behra	Maserati 148
2	dePortago-Musso	Ferrari 146
3	Hawthorn-Bueb	Jaguar 146
4	Moss-Schell	Maserati 145
5	Gregory-Brero	Ferrari 144
10TH HOUR		
1	Fangio-Behra	Maserati 165
2	Hawthorn-Bueb	Jaguar 163
3	dePortago-Musso	Ferrari 161
4	Moss-Schell	Maserati 161
5	Hansgen-Boss	Jaguar 159
11TH HOUR		
1	Fangio-Behra	Maserati 181
2	Moss-Schell	Maserati 177
3	Hawthorn-Bueb	Jaguar 176
4	Gregory-Brero	Ferrari 175
5	Hansgen-Boss	Jaguar 173
12TH HOUR		
1	Fangio-Behra	Maserati 197
2	Moss-Schell	Maserati 195
3	Hawthorn-Bueb	Jaguar 193
4	Gregory-Brero	Ferrari 193
5	Hansgen-Boss	Jaguar 188

### Brero Tops Coast Drivers

Here is how West Coast drivers fared at Sebring last March 23:

Lou Brero, Arcata, Calif. (with Masten Gregory), Ferrari, 4th overall and 3rd class C.

Jean Kunstle, Carmel, Calif., & Ken Miles, Hollywood, Porsche Spyder, 9th overall, 2nd on "index," and 2nd class F.

Richie Ginther, Santa Monica, Calif. (with Howard Hively), Ferrari, 10th overall & 1st class E.

Pete Lovely, Seattle, (with Paul O'Shea), Corvette, 16th overall.

Bob Oker, Whittier, (with Ed Pennybacker), Triumph, 19th overall & 1st class 7, category II.

Phil Hill, Santa Monica, Calif. (with Count Von Trips), Ferrari, retired 7th hour, car refusing to restart after pulling in pits for tire change.

Pearce Woods, La Habra, Calif. (with Bobby Unser), D-Jaguar, retired 3rd hour, broken axle.

Jim Peterson, Altadena, Calif. (with Bob Ballinger), Arnolt-Bristol, retired 4th hour when team pulled out following death of Bob Goldich.

Lance Reventlow, Beverly Hills, & Bill Pollack, Sherman Oaks, Calif., Maserati, retired 6th hour with connecting rod trouble.

E. Forbes-Robinson, Glendale, Calif. (with Roy Jackson-Moore), Austin-Healey, stopped running 5:25 p.m., later retired with broken tappet.

Jay Chamberlain, Burbank, Calif., & Ignacio Lozano, Newport Beach, Calif., Lotus, retired about midway in race with split fuel tank.

Jack McAfee, Manhattan Beach, Calif. (with Hans Hermann), Porsche, retired just before end of race with frozen transmission after leading on "index."

Frank Aldhouse, Glendale, & Jack Brumby, Los Angeles, Alfa Romeo, threw rod in Friday practice, never started.

### Peru Calling For Midgets

Owners of V8-60 midget auto race cars—take notice!

A quarter-mile track has been built in Lima, Peru, and there's a demand for the thunderbugs immediately — at a sensible price. If interested, write: Bill Glasgow, Nicolas de Peirola 1131, Dto. 708, Lima, Peru. Say you read about it in MOTORACING.

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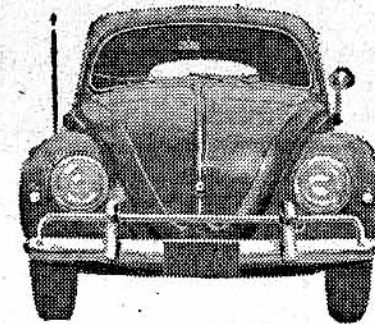
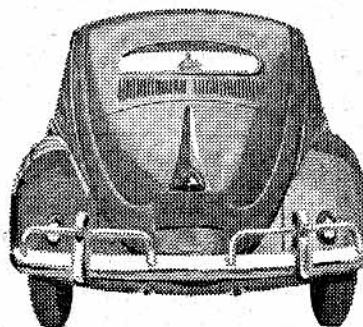
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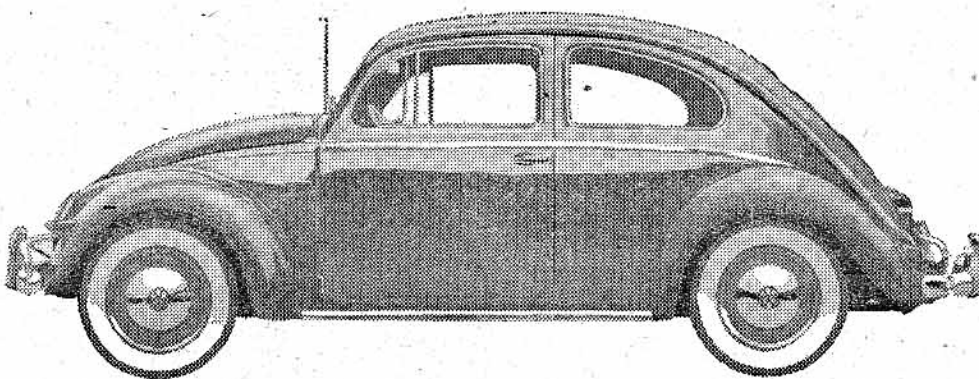
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# Fangio

(Continued from Page 1)

Jack McAfee, Manhattan Beach, Calif., and Hans Hermann, Germany, in a factory Porsche, seemed to have the "index" title sewed up. At the 10th hour, they led the handicap and class F at 139 laps after running 8th overall and ahead of all the other Porsches at 5 p.m.

But Jack, who went into his last three-hour stint at 7 p.m., was forced out at 9:35. He noted a clutch slippage late in the race. Grease was leaking from the transmission and differential. At 9 p.m., a slight improvement was noted in the clutch—it was the end of the grease in the transmission. Then McAfee's speed slackened off... the odor of burnt metal... the driveshaft snapped... no gears... and fini.

Fangio and Behra were presented with the tremendous silver Amoco Trophy and \$3000. "Index" winners also got a trophy and 3 grand from American Oil Co., which provided trophies and cash prizes of \$1500 and \$500 respectively, for second and third finishers in overall and "index."

Technically, Kunstle and Miles are not allowed to accept the \$1500 if they are to retain their "amateur" status in SCCA and CSCC Coast races. What circumventing gimmick, such as use of the scratch for purchase of trophies, etc., will be used, is not known at this writing. The same applies to the first and third places on "index."

For the Europeans it doesn't matter; they'll stash the green in their respective kicks and head back home to pick up more potatoes. They don't have to worry about the silly rule in this country that gets leaves an inexplicable stigma of something akin to *persona non grata*.

## 65 STARTERS

The number of starters—No. 1 of its kind in North America—saw 65 cars start and 38 finish in darkness. Of the 27 that did not finish, one was involved in a crash, two were pulled out of the race and one was disqualified; the remaining 23 blew the duke with mechanical or other kinds of trouble.

This actually figured as a Maserati-Ferrari duel, and it turned out as the experts tabbed it, because there was nothing around this hapless, bleak terrain that measured up to the combination of the 4.5 Maserati and Fangio-Behra.

The car was magnificent, and the drivers even greater. The strategy was perfect. Besides being El Maestra, Fangio, the former Buenos Aires bus and taxi driver, knows exactly what to get out of a machine. He didn't go beyond that point today. And neither did Behra. They took the lead early and held it all the way through, although there was a modicum of excitement at the 10th hour, when the Hawthorn-Bueb D-Jag boomed up into second place, two laps behind Fangio.

Before the race, however, only one car—the "mystery" 4638cc Corvette SS, Detroit's first complete, all-out racing car—attracted more attention and talk. It was THE talk of the town. John Fitch and Piero Taruffi of Italy drove it. But it fizzled, going out early with a multitude of mechanical woes. It was too much



—Vignolle & Powell

**BIG ATTRACTION** at Sebring was Juan Manuel Fangio, 4-time world champion (in white cap). Photographers in background take candid shots.

of a rush deal, but you can bet all the bagels on Fairfax Ave. that Chevrolet will not let up and that great things will come from the SS (super sport).

## LE MANS START

Sixty-five drivers, including a Frenchwoman (teamed with another Mille. in a Renault), bolted to their machinery in a LeMans-type start when the flag fell at 10 a.m. They were off in a shattering crescendo.

Two production Corvettes, driven by Dale Duncan and Dr. Dick Thompson, were off first, but at the first turn it was Peter Collins of England in front with a 3.5 Ferrari.

At the end of the first hour Collins still led, followed in the same lap (16) by Behra, Moss, De Portago and Brero. The highly-touted Corvette SS was the second car in the pits on lap 3. Fitch brought it in after the brakes had locked on the first turn, burning the front tires, which had to be changed.

By the end of the second hour Behra was heading the pack, one lap ahead of Collins' Ferrari. The 4.5 Maserati was never headed thereafter. At this juncture, Hawthorn, in the D-Jag, wasn't even in the first 10.

Three hours and 4 mins. after the start, the peacocks let out a hoot and a holler—Fangio relieved Behra. Thereafter they traded off every 3 hours.

## SHELBY OUT

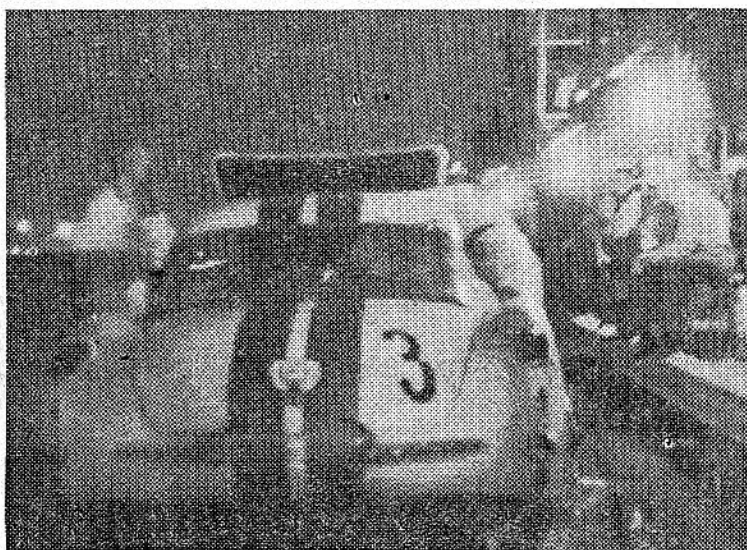
At the 4½-hour mark, tough luck befell the third Maserati works entry of Carroll Shelby, the U.S. champion from Dallas, and Roy Salvadori of England. Shelby, running out of gas, came in to refill, and not much later when he was signalled in for Salvadori to take over, the ingenious Maserati pit crew poured in 5 gallons of petrol. Cars are permitted to take on fuel only at 20 lap intervals; therefore, the car was disqualified.

Similar deal happened later in Moss' car, only this time they

siphoned the illegally-poured gas out of the car, and it was allowed to remain in the race. It is not known why such a concession could not have been made for Shelby. And still later they had another goof-up in the Maserati pit: seems too many guys were working on a car.

These antics on the part of an allegedly big-league European pit crew were incredible.

At 12:25 p.m., the vaunted Corvette SS breathed its last (at least for today). The footnotes appended to the big race chart on Page 5 relate the number of pit stops and grief that befell the gleaming blue beauty. A course bulletin listed the reason as overheating, which jibes with what I learned was the No. 1



—Vignolle & Powell

**NIGHT PIT STOP**—Near the finish, No. 3 Corvette, driven by Dale Duncan and J. Kilborn, makes a quick pit stop. Car finished 15th overall.

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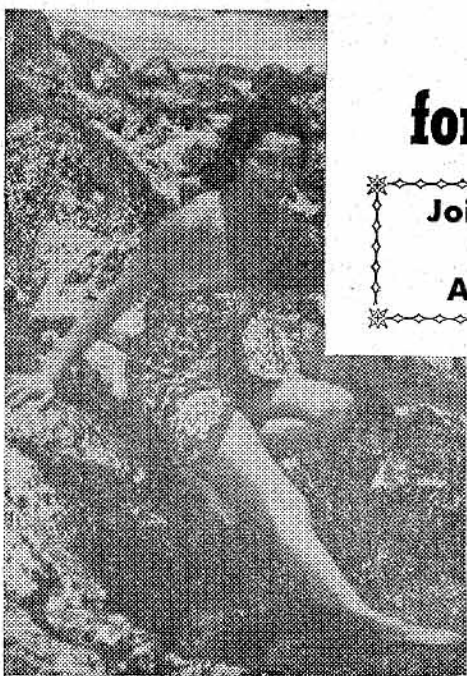
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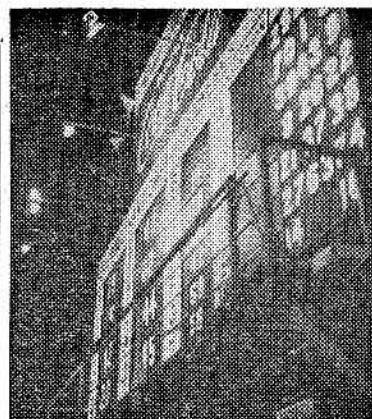
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—Vignolle & Powell

**GIANT** lighted scoreboard kept fans posted on leading overall and "index" positions during entire 12 hours of the race.

## SHOWMANSHIP AIDS RENAULT

John Green, president of John Green Corp., distributors of Renault automobiles, states, "Showmanship as applied to the automobile business is far from a dying art."

Opening recently at the corner of Wilshire and Fairfax Blvds., Los Angeles, was a live outdoor display of the new rear-engined, four-door Dauphine Renaults.

The display of French cars is backed up by the largest signboard in the city. Originally built by Howard Hughes to promote one of his motion picture epics, it now announces the amazing 43-miles-per-gallon Dauphine.

In addition, the public is invited to the Little Renault Theatre located at the display corner to see, free of charge, the film "Adventure In Baja." The film, color with musical background and narration, depicts the challenge of three youths and their two Renaults on a trip from Los Angeles against the treacherous stretch of territory in Lower California to La Paz, Mexico.

## MERCEDES MEET

Grand Prix Restaurant, 8204 Beverly Blvd., hosts the Mercedes-Benz Club April 9 at 7:30 p.m.

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## VIGNETTES BY VIGNOLLE

(Continued from Page 11)

lated to the big Italian Industrial Exposition in the heart of the city. And what do you think was one of the major attractions in this beautiful, wonderful city? The Ferrari, of course. The boys from RODA had brought it over and surrounded it with posters extolling the April 7 race. These muchachos are on their toes!

Mas menudo, por favor. Titillating to the palate.

An so that explains why we are at Senora Van Beuren's El Refugio.

This followed a most enjoyable visit to the club RODA's headquarters at 347 Avenida Chapultepec. It is a fantastic clubhouse, a two-story house with all the racing accoutrements, including a Borroni wheel from which hung the central lights, many of the spectacular racing photographs taken by Carlos Covarrubias, Mexico's leading sports car racing photographer, flags, etc.

### RODA is an outstanding Club

And a screen, on which they showed us some excellent color racing movies taken in Mexico.

This kind of a layout for a club having some 100 members. Los Angeles and most parts of the U.S. have NOTHING at all along this line. The closest approach is on the planning board, and that is Cam Cooper's Sports Car Club.

It goes without saying, as they say in Tokyo, that Club RODA has a fancy libation counter. . . where they don't let you pop for a belt!

Which explains the short saunter to El Refugio in the arm of Fred Van Beuren. The curative qualities of menudo are known wherever Spanish is spoken.

Fred, who is technical director of RODA, is a member of the California Sports Car Club and is well-known to the racing populace in and around Los Angeles.

By now the talk had to revert to Sebring, and the No. 1 spokesman was Senor Juan Manuel (honest!) Rullan, a driver, prominent pharmaceutical executive and officer of the club. He is a wit. They call him the Cervantes of RODA. It was he who dubbed Malone "Cara Palida" (Paleface). Some of his observations, those of a foreigner at North America's biggest sports car race, are interesting, to wit:

"It was my first race outside of Mexico, and my first surprise was that I did not see a single Grand Prix car competing. Did I go to the wrong place? (Editor's Note—Although Sebring carries a Grand Prix handle, it is not a GP race as such. The deal is not for Formula 1 cars.)

"What a disappointment the traffic setup was! They managed to make the most complete and organized traffic jam I have ever seen. It took me 90 minutes to cover 7 miles to the course. (Editor's Note—How true. I was with Senor Rullan. The race, the press and everything else was beautifully handled.)

### Marquis de Portago Gets Pinched

"And I must report that they stopped the Marquis De Portago for speeding between Sebring and the course. I bet it was the first time an international driver was stopped for speeding. You took photos of the incident. (Editor's Note—Please turn to Page 3 for a shot of De Portago getting pinched. He was insolent, too, barking to Ye Ed, "I don't want my picture taken, Buster, gee!" O.K. . . . click.)

"The French Renault had the best pits. Everything under control at all times, with complete information and two beautiful girl pilots. Worst pit, and by a far margin, was Maserati, and it has to be said because Fangio-Behra won in spite of their pits. They had such a perfect disorganization that it looked more like an Italian choir practice than a race pit. All were talking and giving orders at the same time, I think the Italians wanted to impress a Hollywood director of one of those fantastic technicolor and cinemascope productions. The only one missing was Lanza. (Editor's Note—Please check lead race story starting on Cover Page and note three big blunders pulled by the Maserati pit.)

"The crowd control was marvelous. I sincerely congratulate the organizers for their good work. And now for the top feature. There were so many senioritas with curves to be taken at one mile an hour, that it was very hard to look at the cars. I know now that America has other assets than dollars. Each seniorita is more beautiful than the one seen before.

"The panorama was excellent. Full of color, cars going at full speed, airplanes landing, helicopters flying all over the course—and especially all those beautiful senioritas that can resuscitate a dead man.

"I hope we can see you all in our Avandaro race next April 7. Hasta la vista."

And this is as good a spot as any to toss an orchid to the Hallock-Goldman team that drove a little 1097cc Cooper to 18th overall. Nobody has given them a tumble. I thought it was sensational.

And, too, John B. Goodman and Bill Callahan did a masterful job of handling the press. They came up with everything that was requested. It was all done right. And fast, too.

The time has come to leave Mexico City, fly back to Los Angeles and prepare to return here to cover the April 7 race before winging north again and pointing the beak Honolulu-ward for the Hawaii International Speed Week races April 19-20-21.

Que carramba!

## ERIC HAUSER

(Continued from Page 9)

and the turn tightens up to a point where my speed is now down to 60, although I have not touched the brakes since entering the corner. Neither have I backed off appreciably on the throttle. Loss of speed is due primarily to scrubbing action of the tires while drifting and dirt-tracking.

My car does both while negotiating this corner. Although I hate to admit because I am seldom able to drift, I feel that most dirt-tracking is merely a crude attempt at drifting, which takes more finesse than nerve.

### FULL THROTTLE

At this half-way point, the turn opens up very rapidly, and I can apply full throttle for several seconds. I quickly accelerate up to 90 while drifting through the last 90 degrees of this corner as I approach the downhill section leading to the underpass.

This turn I have described is really turns 1 and 2 and lasts for 270 degrees. It has taken about 15 seconds to complete the turn, plenty of time to pass if you've got the power, the nerve and the skill.

Finally, it may be of interest to mention that I change my line though this corner frequently so that I will have confidence in my car, regardless of my position on the corner while passing.

## ELKS STAGES BIG RACE NIGHT

Elks Lodge "99" stages its annual Auto Racing Night on Wednesday, April 10, with almost everyone in the speed game expected to attend. Co-chairmen Johnny Yates and Wes Mahaney report.

Stag only, libations will be served at 6:30 p.m., steak dinner at 7 priced at \$1.65. Reservations may be made at the Elks Lodge, 607 S. Parkview, Los Angeles.

Trophies will be awarded to the USAC-championship-winning team of Driver Jimmy Bryan, Owner Al Dean and Mechanic Clint Brawner. They won on points in 1956, repeating their titular efforts of 1954.

Also honored will be Pat Flaherty, '56 Indy winner, and his chief mechanic, A. J. Watson. Displays of all types of speed equipment will be featured on Parkview Street, which will be blocked off between 6th and Wilshire for the occasion.

Doodles Weaver, noted comic, will act as "emcee."

## Heavy Speed Program Billed

Gardena Stadium's speed slate is a heavy one for April as the Saturday night racing sessions open with a 200-lap NASCAR late model stock car classic April 6.

On April 13th it's USAC mid-gets, the 20th it's NASCAR late model convertibles for the first time and on the 27th the powerful CRA sprint cars take over. Meanwhile, jalopies and modifieds cavort Sunday afternoons.

## 'LITTLE SEBRING' WON BY FERRARI

Sebring, Fla., March 24.—The Second Little Sebring, sponsored by the Miami Sports Car Club, and run today following the "Big Race," was a three-hour race, with participants drawn from the reserves unable to compete yesterday and other visiting drivers. The event had the cooperation of the Sebring Firemen, Inc.

### OVERALL

1, Ferrari, David Cunningham; 2, Porsche Carrera, Denise McCluggage; 3, AC Bristol, Duncan Forlong; 4, Porsche 550, John Cochran; 5, Cooper,

Leech Cracraft; 6, AC Bristol, E. Welch; 7, Porsche 550, Victor Herzog; 8, Jaguar, Joe Cerquone; 9, Corvette, M. Mees; 10, Alfa Veloce, Dr. Harry E. Fry, Jr.

### CLASS WINNERS

C, Production, Jaguar, J. Cerquone; D, Production, Austin Healey, A. Habersin; E, Production, Lotus, Duncan Forlong; E, Modified, Ferrari, David Cunningham; F, Production, Porsche 1600, Buel Kinne; F, Production Touring, Volvo, L. Thurber; MGA Class, C. Kurtz; F, Modified, Porsche Carrera, Denise McCluggage; E, Modified, Ferrari, David Cunningham; G, Production, Alfa Romeo Veloce, Dr. Harry Fry; G, Modified, Cooper, Leech Cracraft; H, Production Touring, DB Panhard, H. Hanna; H, Modified, Crosley, Charles Brett.

## PALM SPRINGS

(Continued from Page 1)

gether the two principals from the Paramount Ranch scorchers—Winner Bob Drake in Joe Lubin's Cooper Climax and Britisher Ken Miles in Johnny Von Neumann's Porsche Spyder.

This category also has brought out Dusty Miller, Maserati; Tracy Bird and Eldon Beagle, Porsche 550; Frank Monise and Bill Knowe, Lotus Bk. XI; Harvey Mayer, Lotus Mk. IX; Johnny Porter, Porsche Spyder; and Pete Lovely, Lotus Mk. XI.

Chevrolet Corvettes seem to have sprung up from everywhere. Handling the American marque will be Drake, Jim Hall, Dr. Hildreth Hoppe, Jim Kadin, Bob Robinson, J. E. Rose of Houston, Tex., who's bringing three of them—a fuel-injected job, a modified and a production—Jerry McGee, Larry Clark, Robert Byrd and Hauser in Ernie Parker's fuel-injected auto.

### N.Y. ENTRIES

George Arends and Jan DeVroom are late entries from New York, both in Class E Ferrari Testa Rossas. The "E" boy, of course, is Bob Oker, once more wheeling Ed Savin's A.C. Ace-

Bristol, always finely tuned by Bill Rudd.

"Robbie" Robinson tests a new 2427cc Lancia Aurelia and also competes in a Porsche 1600S Speedster, the former in D and the latter in F. Johnny Fox could be tough in F productions with his Lotus Mk. XI LeMans. The same includes Jack Woodward, Porsche America; Steve Wilder of Miami, Porsche 1500 Super; Lew Bracker, Porsche Carrera; and Ron Pearson, the Volvo wonder.

There's one lone Ford T-Bird entered—Jack Dair in John Rogell's black No. 162, going in A production, only car in that class. Victory banquet site is the Chi-Chi Starlight Room Sunday at 7 p.m.

### SUNDAY PALM SPRINGS SCHEDULE

Race 1—Production MGs under 1300cc, production sedans under 1500cc, 10 laps.  
Race 2—Productions under 1600cc except MGs in Class G, 10 laps.  
Race 3—Ladies race, all classes, 10 laps.  
Race 4—Productions 1600-2700cc, plus Formula III, 10 laps.  
Race 5—Veteran cars, 3 laps.  
Race 6—Sports category under 1500cc, 25 laps.  
Race 7—Productions over 2700cc, 10 laps.  
Race 8—Sports category over 1500cc, 25 laps.



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